





## NOTICES.

## LAMMERT BROS.

AUCTIONEERS, APPRAISERS  
AND SURVEYORS  
**Public Auctions**

THE Undergrad have received instructions to be sold by Public Auction.

on  
**THURSDAY, May 4, 1922**  
commencing at 2.45 p.m.  
at No. 56 The Peak

A Quantity of  
**Potable Household Furniture**  
(some of "Powell" make)  
A Cottage Piano by Kramer  
(Tropical model)  
Also

A Large Quantity of Plants in Pots  
On view from Wednesday the 3rd  
May.

Catalogues will be issued.  
Terms:—Cash on delivery.  
LAMMERT BROS.,  
Auctioneers.

on  
**MONDAY, May 8, 1922**

commencing at 11 a.m.  
at their Sales Rooms, Daddell Street,  
5 cases "Golden State" Champagne  
(pink)  
439 cases California Vermouth  
29 cases Grain Spirit.

On view now.  
Terms:—Cash on delivery.  
LAMMERT BROS.,  
Auctioneers.  
Hongkong, May 2, 1922.

on  
**SATURDAY, May 13, 1922**

commencing at 11 a.m.  
at No. 40 Canton Road,  
Mongkok.  
One Steam Engine  
(from S.S. Hongkong)  
H.P. 1400  
Cylinders 28, 33, 35  
Stroke 40"

Also  
3 Shafts (no tail) and 1 gearing  
shaft  
6 Lengths Anchor chain  
1 Donkey Pump  
6 Davits  
etc., etc., etc.  
Inspection orders on application  
Terms:—Cash on delivery.  
LAMMERT BROS.,  
Auctioneers.  
Hongkong, May 1, 1922.

**THE CHINA INDUSTRIAL  
CO'S STORE.**

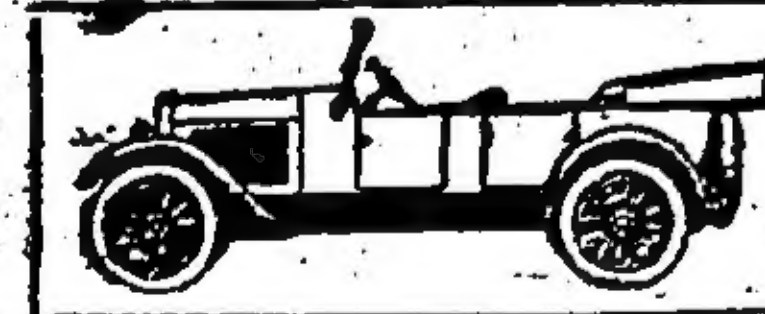
Commencing today a genuine  
reduction of 10% on all goods will  
be made for a period of 20 Days  
only.

**CHINA INDUSTRIAL CO.**  
55 Wing Lok Street,  
Opposite World Theatre.

**LEE ON  
& CO.**

Watchmakers.  
124, Queen's Road  
Central.

Importers of  
Clocks, Watches,  
Spectacles &  
Opal Glass.  
Telephone 1861.



**PALACE MOTOR CO., Ltd.**  
Flower Central 644  
Western Branch 3148  
Kowloon Branch 2307  
New Cars For Hire & For Sale.  
Private Cars garaged.  
Repairing Cars a Speciality.

**YAN KEE.**  
7 Tse Hong Lane,  
Entrance from Jubilee Street.  
Coal Contractors for the  
Household.  
Tel. 2825.

**NAMSAN & CO.**  
238 Des Voeux Road West  
Photo Engraving and Drawing  
LITHOGRAPHERS  
Tel. 1263.

## INTIMATIONS

## FOR SALE

**PHILATELIC BOOKS**  
How to collect Postage Stamps \$3.  
The Stamp King \$2.  
Postage Stamps in the Making \$1.75  
Reprints of Postal adhesive  
Stamps \$2.  
Stamps and Stamps Collecting \$1.  
The Fascination of Stamp Col-  
lecting \$1.  
Scotts Catalogue 1922 \$3.30  
Yvert et Tellier Catalogue 1922 \$3.  
Bright's A B C Catalogue, Con-  
tinent of Europe and its  
Colonies 1922 \$2.50

**GRACA & CO.,**  
No. 10, Wyndham Street,  
P.O. Box 620 Hongkong

## JAPANESE MAKERS.

Every kind of Footwear.  
**MADE TO ORDER.**



**CHERRY & CO.,**  
6, D'AGUILAR STREET,  
Opposite Kowloon Ferry  
Telephone No. 491  
Hongkong, March 20, 1914.

## JAPANESE MASSAGE.

**N. AKACHI,**  
Graduate of Tokyo Massage School,  
No. 2, Queen's Road Central,  
2nd Floor.  
Telephone No. 2650.

## MASSAGE.

**Mrs. HONDA and Mrs. KISAKI**  
14 years' experience.  
No. 34 Wyndham Street,  
(opposite to the "China Mail")

## SWAY HOUSE

**HAT MAKER.**  
No. 16, Wyndham Street.

**TANG YUK, Dentist.**  
Successor to  
the late SIEN TING,  
14, D'AGUILAR STREET.  
**THOMAS VERT MODERATE**  
REPAIRING PAIR

**THE NEW FRENCH REMEDY.**  
**THERAPION No. 1**  
**THERAPION No. 2**  
**THERAPION No. 3**  
Sole Importers: CHINA INDUSTRIAL CO., Ltd.  
55 Wing Lok Street, Opposite World Theatre.

## ASAHI BEER



**"What's the Signal?"**  
**"Commander asks: Have you any Felucca Cigarettes?"**

**FELUCCA EGYPTIAN CIGARETTES**

Possess an individuality and distinction that never fails to charm.

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

**THE MAN WHO RAN THE  
STRIKE.**

**MR. HSIEH YIN-PO, OF CANTON.**

Rodney Gilbert, for the N. C. Daily  
News, has interviewed the man who,  
he says, organized the Hongkong  
strike. He says:

Hsieh Yin-po is not of the type  
of the ignorant and beetlebrowed  
demagogue. He is a remarkably  
stout and genial middle-aged man,  
obviously well read and well in-  
formed. He is a Kuomintang mem-  
ber in good standing, a member of  
parliament and until recently was,  
by Government appointment, li-  
brarian of the Canton Public  
Library. He was dismissed from this  
post through the influence of a  
Mr. Ku, Commissioner of the  
Bureau of Administrative Affairs,  
during the seamen's strike and has  
not yet been restored to his former  
office. This Mr. Ku is said to be one  
of General Chen's appointees and is  
held responsible by the Cantonese in  
Shanghai for the tolerance with which  
the Government regards the work-  
men's demonstrations. But Hsieh  
Yin-po regards him as a conservative  
if not a reactionary, and points to the  
fact that he did not permit women  
to be employed in the restaurant as  
waitresses, as evidence of his be-  
hind attitude towards the workers.

Hsieh's office is on one of the new  
broad highways within an easy stone's  
throw of the Finance Bureau and the  
Ministry of Foreign Affairs. To find  
him one enters a narrow doorway  
where soldiers stand guard and pre-  
sent arms to sordid union leaders  
with the dust of their trades behind  
their ears, with as much snap as  
though a division commander were  
going in. When Hsieh Yin-po walks  
down the street, the policemen salute  
him and the people step aside and  
remove their hats to him.

He sits at a roll top desk with a  
few articles of modern office furniture  
about him. Members of his family  
go and come or gossip in the corners.  
It is all very informal, and while Mr.  
Hsieh smiles a heavy smile of welcome  
and puts himself at the visitor's dis-  
posal with great good humour, it is  
rather difficult to realize that the  
Hongkong strike, which threw the  
shipping of the whole Pacific out of  
joint, was directed with such wonder-  
ful finesse from this obscure throne  
room.

## COMMUNISM DENIED.

Mr. Hsieh told the writer that he  
was a member of Parliament and had  
held a small government appoint-  
ment. He said that there were others  
in the labour organizations who were  
good Kuomintang members. He in-  
sisted, however, that neither his

organization nor any other labour body  
was politically inspired or supported.  
His connection with the Kuomintang  
began many years ago. In Peking he  
had been an expectant or alternate  
member of Parliament but had never  
sat with that body until the old  
Parliament had been reassembled in  
Canton, when a vacancy occurred  
which he now occupied. In 1915 he  
had gone abroad, had become  
interested in socialism and had  
joined the socialist party in New  
York. He said he was a socialist of  
the American type and not a  
communist.

He denied all knowledge of the  
origin of the communist literature in  
circulation and said that his ac-  
quaintance with a local Russian com-  
munist who represents the Chita gov-  
ernment and the Delta news service  
was casual only. He said that the  
only objects of his Mutual Aid So-  
ciety were to provide a medium  
through which the unions could  
co-operate for bettering their  
material condition, to improve  
their educational facilities  
among working people and to put the  
socialist doctrines before the Chinese  
people. Hsieh Yin-po's knowledge of  
Karl Marx and his doctrines appears  
to be more than superficial.

## DR. SUN'S CONNECTION.

All of these facts are of no great  
interest to the community here who  
would like to know more of Hsieh  
Yin-po's relations with Dr. Sun than  
anyone could expect Hsieh to tell.  
Nothing is admitted to the  
casual visitor but a common party  
affiliation, but the writer has seen a  
letter from Hsieh to a local school in  
which Hsieh says in the most  
straightforward phraseology that Dr.  
Sun is fully informed of his work, ap-  
proves it and supports it. On the  
other hand many of Dr. Sun's  
adherents say that Chen Chung-ming  
is much more responsible for the  
growth of the organized labour  
movement than Dr. Sun.

Dr. Wu Ting-fang is among those  
who make this statement; but Hsieh  
himself tells the writer that  
Chen Chung-ming is a conservative  
whom no one could expect to be very  
sympathetic with anything so radical  
as his organization. He says, more-  
over, that while he is supposed to  
represent the radical wing of the  
labour group, as opposed to

## FOR A LAME BACK.

When you have pains or lameness in  
the back (due to the work with Chamber-  
lain's Pain Expeller) a 27-massage with  
the palm of the hand for five  
minutes at each application. Then  
draw a piece of tissue slightly with  
this instrument and it is over the  
rest of your back. For sale by all Chemists  
and Druggists.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

## JAPAN AND PACIFIC.

MELBOURNE, May 1st.  
Sir John Salmond, the High Court  
Judge who represented New Zealand at  
the Washington Conference, declares that  
Japan is not a menace to the peace of  
the Pacific.

## JAPANESE TROOPS IN SIBERIA.

LONDON, May 1st.  
A number of May-Day demonstrators  
in Hyde Park on Monday, went to the  
Japanese Embassy, where the deputation  
was admitted. They presented a copy of  
the resolution carried in Hyde Park, call-  
ing on the Japanese Government to im-  
mediately evacuate the troops in Siberia.  
There was no disorder.  
The leader of the deputation told the  
waiting processions that the resolution  
would be forwarded to the Japanese Am-  
bassador at Genoa, and added that if  
the reply was not satisfactory, a de-  
monstration would be made at the Em-  
bassy tonight, until some satisfaction  
was obtained.

## SHANTUNG RAILWAY.

PEKING, May 1st.  
The transfer of the Shantung Railway  
to Chinese guards was completed yester-  
day.

## KOREAN MURDERER ESCAPES.

SHANGHAI, May 2nd.  
One of the two Koreans who shot  
Mrs. W. J. Snyder and wounded four  
others on March 28th, escaped from the  
Japanese Consular Jail this morning.  
They were awaiting transportation to  
Japan to face the higher court on trial  
for murder.

ATTEMPTED MURDER OF  
BARON TANAKA.

SHANGHAI, May 2nd.  
A foreign woman has attempted to  
murder Baron Tanaka.

both the moderates and the old  
labour guilds which are now  
looked upon as a reactionary minority,  
the most radical among his followers  
the extremists who are anarchists,  
nihilists, free love advocates, and  
what not, are youngsters who are  
under the influence of the students,  
and that the local students in turn sit  
at the feet of the Cantonese students  
from the Peking Government Univer-  
sity, and that there is nothing wild-  
er and woollier in China.

Although the North can show no  
labour organization to compare with  
that which exists in Canton, Hsieh  
says it is not because the inspiration  
is lacking, but because the  
Northerners move more slowly and  
are in a less favourable environment.  
The incentive to this labour organiza-  
tion, he says, came originally from  
the North.

## G. FALCONER &amp; CO., LTD.

**WATCHMAKERS & JEWELLERS.**

## Hotel Mansions

Agents for:—ADMIRALTY CHARTS,  
ROSS'S BINOCULARS and TELESCOPES,  
KELVIN'S NAUTICAL INSTRUMENTS,  
BENSON'S ENGLISH WATCHES,  
ENGLISH SILVERWARE, direct from Manufacturers,  
High Class English Jewellery.

## ROYAL SILK STORE.

Just Received New Consignment of Benares Real Gold and Silver  
BROCADE for Trimming Dresses, Shoes and Scarfs.  
We are the Only Dealers for the above Articles & Invite Your Inspection.  
D. CHELLARAM, 36A, Queen's Road Central.

## MESSAGE EXPERT

HARRY FURUKAWA,  
Mrs. HIDEKO,  
19, Wyndham Street.

## A PODICURE AND MANICURIST

Mrs. N. TSUCHIOKA,  
31 WYNDHAM STREET, HONGKONG PRINTING OFFICE.  
First Floor, Room No. 12.

## KAM HING KNITTING COMPANY.

Manufacturers of:—  
Socks, Singlets, Jerseys, Sweaters, etc.  
24, Haiphong Road, Kowloon. Telephone K 577.  
Manager, WONG KAM FUE.

**LONG HING & CO.,** PHOTO SUPPLIES,  
Kodaks and Kodak Films, etc., etc.  
DEVELOPING & PRINTING A SPECIALITY.  
No. 17A, QUEEN'S ROAD CENTRAL, HONGKONG.

## HOTELS AND CAFES.

## HONGKONG HOTEL.

## PEAK HOTEL,

## REPULSE BAY HOTEL.

## HONGKONG HOTEL CO., LTD.

Tel. No. 812. **CARLTON HOTEL** Tel. Add: "Carlton."  
The Only American Hotel in the Colony.  
Nice and quiet yet only a few minutes' walk from the Banks and  
Central Districts. 45 Bedrooms. Excellent Cuisine. Scrupulously clean.  
Under American Management. For terms apply to  
MRS. F. E. CAMERON, Proprietress.

(Two minutes from Star Ferry) **PALACE HOTEL** KOWLOON

Recently renovated and refurnished, electric light and fans throughout  
and entirely under new management. Cuisine under the personal supervision  
of the proprietor, Bar and Billiard Rooms. Terms moderate. Special terms to  
families on application to  
Telephone K. 3. Telegraphic Add: "PALACE"  
J. H. OXBERRY, Proprietor.

**HOTEL "ASIA"**

WEST BUND, CANTON.

Leading Hotel in South China.

First class Accommodation. Electric Lights, Fans and  
Elevators. Roof Garden. Hairdressing Saloon.  
Splendid Views of City and Pearl River.  
Excellent Cuisine. Moderate Rates.

Under the Management of the  
**SUN CO., LTD., CANTON.**

**NEW MACAO HOTEL.**  
All the comforts of a home combined with  
modern prices.  
Beautifully situated facing the sea, up-to-date  
Hotel, Large and comfortable rooms, excel-  
lent Cuisine under Experienced Supervision.  
Separate Bath, Hot, Cold and shower Baths,  
Electric Light throughout, Public and Private  
Bays and Billiard Room. First class accom-  
modation for Families and Tourists. Terms  
moderate.  
L. W. KAM, Manager.

**KING EDWARD HOTEL**  
CENTRAL LOCATION  
ALL ELECTRIC TRAM Fares Return, Elec-  
tric Light, Fans and Lighting, Elevators,  
Baths and Billiard Room, Hot and Cold  
Water, System throughout. Best of Food and  
Service.  
Telephone 27. Telegraphic Address: "Victoria"  
J. WITCHELL, Manager.

**WAH ON FACTORY**  
OF FRAMEWORK OF  
ANY DESCRIPTION.  
Factory at Mongkok.  
HEAD OFFICE  
118 Des Voeux Road, Central.  
SAMPLES AND  
PRICES FURNISHED ON  
REQUEST.

**THE NEW VICTORIA CAFE**  
THE HOUSE FOR GOOD EATS  
Times and Dinners  
(Menu and A. L. Carte)  
at all hours.  
Bakers and Confectioners.  
Cakes made for parties etc.  
Tel. 2827.  
24, Des Voeux Road  
Central.







You will arise refreshed, full of vigour and energy, if you make it a habit of taking

### WATSON'S Effervescent LIVER SALT.

It acts gently on the liver, kidneys and bowels, and eliminates from the system all impurities. It relieves the congested condition arising from sedentary occupations, overwork, errors of diet, etc., etc.

Price \$1.40 per bottle

### Having Arisen

You may contemplate and enjoy a most refreshing and luxurious bath by using

### WATSON'S Household AMMONIA.

A. S. WATSON & CO., LTD.

THE HONGKONG DISPENSARY,  
ESTABLISHED 1841.

Wm. **Powell** Ltd.  
TELEPHONE 346



### SPECIAL DISPLAY

OF  
**AMERICAN  
LADY CORSETS.**

THE MODEL ILLUSTRATED IS  
IN STOCK IN ALL SIZES

### We Specialise in

Social and Business Stationery,  
Loose Leaf Binders and Books,  
Novelties for the Home and Office,  
Dennison's Xmas Decorations.

### INSPECTION SOLICITED

DER A. WING & CO.

80, Des Voeux Road, CENTRAL.

### DEATH

THOMPSON.—On April 25, at  
Shanghai, W. Leonard Thompson  
(China and Japan Trading Co.)

### ANNOUNCEMENT

Mrs. E. H. Sharp and Family,  
desire to express their very sincere  
appreciation and thanks for all the  
sympathy and beautiful tokens of  
friendship received from so many in  
memory of her husband.

Great Bookham,  
SURREY.

### The China Mail.

PRINTED, JUSTICE, PUBLIC SERVICE.

HONGKONG, WEDNESDAY, MAY 3, 1922.

### WHITE MAN'S BURDEN.

This phrase was coined to cover the load that we as a civilizing race used to feel ourselves as carrying. Now, the great majority of the world's inhabitants think of it as a reference to a burden we impose on them. Some of us feel this reproach as a burden we would fain remove, but we have no power. A minority of Galloper Smiths and Austen Chamberlains, supported by a horde of Morning Post, have stolen the government house and are riding the empire to the devil. If we plead for morality in politics we are silenced with scornful epithets, the only form of argument that Demos now considers. The idea that common sense and morality do actually march is not grasped. Our "statesmen" for want of a better name, dare not agree with an adversary quickly while he is in the way with them, because that is in the

time is almost at hand for a White Man's Burden in China. We hear whispers in the little breezes that temper our new hot season. The only reason that China escapes the full yoke is that there are so many willing burden bearers, who do not yet trust each other. That again is the voice of the unpatriotic crank who "loves every country but his own." Let us turn to Fyfe's gain. "It is not the mass of the British people who feel thus; it is but a small fraction of that part of the nation which inhabits Great Britain, and this fraction, it should be noted, professes just as much contempt for the bulk of its fellow citizens at home as it pours upon subject-races overseas. The advocates of machine-gunnery as the remedy for discontent in India and Egypt are advocates also of 'teaching the working-man the lesson of his life.' The abuse they heap upon agitators among 'the natives' is not more virulent than their denunciation of Labour leaders in England. It seems impossible that men so little representative of the nation should decide national policy; yet they have influenced events disastrously so far. Politicians are afraid to answer them boldly. No responsible Minister will say honestly in public (whatever he may say to his friends): 'We have got to justify our continuing to take part in the government of countries such as India and Egypt by showing that we are wanted. It is no use to plead that we govern ably, that the people are better off, that we give them justice. If we are not wanted, then we shall have to go. That is the principle we have always taken as our guide when we had to judge between subject and dominant races in Europe. We have held until lately that it was better for a people to be free, even if they governed themselves badly, than to be well governed and in tutelage. We have experimented with materialism in Europe these last three years, and what has it brought us to? We have given narrow nationalism a trial; we have attempted to enforce the short-sighted policy of 'an eye for an eye and a tooth for a tooth.' We have deliberately set goodwill on one side and applied ourselves to show that forgiveness, generosity, comradeship, are merely the visions of idealists, useless for practical purposes in a hard, business-like world. Now after three years it is being admitted that it was the idealists who propounded the practical programme, that business would have prospered more under their guidance than it has under the blighting leadership of materialism. Generosity, it has been proved, is like honesty, not alone the nobler course, but the better policy. It is more paying than revenge, and now we are struggling to undo all that the materialists have done of folly and damage because they were too spiritually blind to see what the effects of their calculated cold-heartedness was certain to be."

What do you think of this Fyfe person? Eh? Yes, quite so. He should be "stood against a wall and shot." We thought you'd say that. You are so consistent.

Bible, and it has been understood since 1914, if not longer, that practical politics cannot be expected to come out of the scriptures. Hamilton Fyfe puts it very well in *The Beacon*, when he says: "Think what a different reputation we should enjoy if we had settled our quarrel with the Irish people thirty, twenty, ten, even two years before the Irish Free State was brought into being! Think how differently the Egyptians would regard us if we had acted at once upon the Miller Report! Not generosity alone, but hard common sense should have prompted us to give what was asked before it was extorted from us. Where is our boasted skill in ruling? Fifty years ago Matthew Arnold in a *Fortnightly Review* article said we had lost it, and was coughed down by incorrigible Victorian optimism. Arnold was a prophet indeed. What has become of the British faith in freedom, of the claim that our rule was not for our own benefit, but was considered by us as a sacred trust? If our statesmen led us into a country with the idea of getting all we could out of it, we would not waste time in arguing, because it is useless to argue with robbers who have power and who see look. But that is never admitted. It is claimed that we are merely bearing the White Man's burden, always with the best and most altruistic of motives. It is strange that the peoples concerned never seem convinced of this. Those peoples who give us trouble, and force our statesmen to show what they call a "firm hand," never seem to realize that "this is hurting us more than it hurts them." It is very strange. Fyfe argues that "if so large a number desire to end it, there must be something lacking in our methods which ought to be discovered and supplied." But he is probably a "little Englander," or a "square foot."

Another effort is being made to secure complete independence for the Philippines. En route for Seattle, a delegation comprising more than 20 members from both houses of the Islands Legislature is passing through Hongkong aboard the "Keystone State."

A Kowloon Island lot with an area of 3,150 square feet on the Canton Road was auctioned at the P.W.D. yesterday. It was bought by Mr. Peng Wah King of the Bank of Asia for \$22,700 (\$7.12 a square foot). The upset price was \$12,700 (\$4 a square foot).

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Another effort is being made to secure complete independence for the Philippines. En route for Seattle, a delegation comprising more than 20 members from both houses of the Islands Legislature is passing through Hongkong aboard the "Keystone State."

A Kowloon Island lot with an area of 3,150 square feet on the Canton Road was auctioned at the P.W.D. yesterday. It was bought by Mr. Peng Wah King of the Bank of Asia for \$22,700 (\$7.12 a square foot). The upset price was \$12,700 (\$4 a square foot).

time is almost at hand for a White Man's Burden in China. We hear whispers in the little breezes that temper our new hot season. The only reason that China escapes the full yoke is that there are so many willing burden bearers, who do not yet trust each other. That again is the voice of the unpatriotic crank who "loves every country but his own." Let us turn to Fyfe's gain. "It is not the mass of the British people who feel thus; it is but a small fraction of that part of the nation which inhabits Great Britain, and this fraction, it should be noted, professes just as much contempt for the bulk of its fellow citizens at home as it pours upon subject-races overseas. The advocates of machine-gunnery as the remedy for discontent in India and Egypt are advocates also of 'teaching the working-man the lesson of his life.' The abuse they heap upon agitators among 'the natives' is not more virulent than their denunciation of Labour leaders in England. It seems impossible that men so little representative of the nation should decide national policy; yet they have influenced events disastrously so far. Politicians are afraid to answer them boldly. No responsible Minister will say honestly in public (whatever he may say to his friends): 'We have got to justify our continuing to take part in the government of countries such as India and Egypt by showing that we are wanted. It is no use to plead that we govern ably, that the people are better off, that we give them justice. If we are not wanted, then we shall have to go. That is the principle we have always taken as our guide when we had to judge between subject and dominant races in Europe. We have held until lately that it was better for a people to be free, even if they governed themselves badly, than to be well governed and in tutelage. We have experimented with materialism in Europe these last three years, and what has it brought us to? We have given narrow nationalism a trial; we have attempted to enforce the short-sighted policy of 'an eye for an eye and a tooth for a tooth.' We have deliberately set goodwill on one side and applied ourselves to show that forgiveness, generosity, comradeship, are merely the visions of idealists, useless for practical purposes in a hard, business-like world. Now after three years it is being admitted that it was the idealists who propounded the practical programme, that business would have prospered more under their guidance than it has under the blighting leadership of materialism. Generosity, it has been proved, is like honesty, not alone the nobler course, but the better policy. It is more paying than revenge, and now we are struggling to undo all that the materialists have done of folly and damage because they were too spiritually blind to see what the effects of their calculated cold-heartedness was certain to be."

### HOUSE COLLAPSE.

#### POLICE COURT SEQUEL.

#### MANSLAUGHTER ALLEGED.

A sequel to the recent collapse of a house in course of demolition at the corner of Graham Street and Gage Street was the appearance before Mr. J. A. Fraser at the Police Court to-day of four contractors and contractors' assistants on a charge of manslaughter. It is alleged against them that their failure to take proper precautions led to the death of a coolie woman who was crushed by the falling debris. Three other women were injured.

For the defendants, whose names are Chan Chik, Chan Mow, Chan Sam, and Wu hit, Mr. A. E. Hall appeared. He asked for a week's remand and bail and the Magistrate said that as this was a serious case he could not grant lower bail than \$1,000 for Chan Chik (the chief contractor) and \$500 for each of the other. The hearing of the charge was adjourned for a week.

### CANTON FORCES.

#### NEW NAVAL COMMANDERS APPOINTED.

Since the entire control of the Navy has been taken over by the President, a number of naval officers have been dismissed for insubordination reports the *Canton Times*. To fill the vacancies the President has issued a mandate appointing the following new naval officers: Wu Chi-chin, Commander of C. S. Hainan; Wen Hsin-tai, Commander of C. S. Yungshiang; Feng Shao-chang, Commander of C. S. Yangfeng; and Chu Kwei-chang, Commander of C. S. Tso-yu.

#### GENERAL CHEN.

General Chen Chung-ming, Minister of War, has been mentioned by President Sun Yat-sen to lead the First Army of the Northern Expedition. According to the *Canton Times*, it is now reliably reported that the General recently sent his personal representative to interview the President. The representative expressed Chen's intention to leave his home village for Canton soon to take command of the Northern Expedition.

#### SECOND DIVISION

The Second Division of the Cantonese Army has been instructed by President Sun Yat-sen to proceed for Sinkwan. It is reported that the Headquarters of this division have been established in Sinkwan, Tai Wing-fan, Chief of Staff to the Commander will be in charge of the division during the absence of General Hsing Shao-lin, Commander of the division.

#### LOCAL AND GENERAL

Twenty and fifty cent notes are now circulating in Canton.

Convicts are working on an agricultural experiment station recently established in the Hoiping district.

Someone stole a hundred fathoms of rope worth three times that number of dollars from the a.s. "Hwai Hsin" yesterday.

The Hongkong polo team which is visiting Manila has won one match and lost two in the three matches so far played.

"One Hour Before Dawn," a strong mystery drama with H. B. Warner playing the leading role, forms the principal attraction at the Kowloon Theatre this evening.

A detachment of the Second Canton Army has been ordered to assist the Shanghai authorities in seeking the robbers who held up the Canton local train on Saturday.

Mr. Frank W. Lee, Canton Commissioner for Foreign Affairs, assumed his new office as Chinese Superintendent of Maritime Customs on Monday. It is reported that no changes will be made in the service.

### TRY ONE AFTER DINNER.

If you are troubled with flatulency, indigestion, dyspepsia, constipation, biliousness, sick headache, dizziness, nervousness, or feel generally unwell after eating, try one of these after dinner pills. They will cure you in a few days and so effectively remedy this condition.



Pinkettes gently stimulate the liver, aid digestion, dispel constipation, biliousness, sick headache, dizziness, nervousness, or feel generally unwell after eating, try one of these after dinner pills. They will cure you in a few days and so effectively remedy this condition.

### SPECIAL CABLE.

#### PRINCE'S TOUR.

#### BRITISH NORTH BORNEO VISIT.

[China Mail Special.]

SINGAPORE, May 2.  
After visiting Manila, the Prince goes to Labuan on May 17, Jesselton on May 18, Brunei on May 19, Penang on May 24, and then homewards.

#### SHANGHAI RACES.

#### SPRING MEETING.

#### SECOND DAY'S RESULTS.

Following are the results of yesterday's racing in connection with the Shanghai Spring Meeting. Rain fell heavily late on Monday, and the track was very soggy yesterday. As on the first day, the attendance was good. For the Derby, The Knut, Hilo and Aintree are favourites.

THE CUP—Distance: Three miles of a mile.

Meira Winsome and Hasty's The Hawk..... (Mr. Hill) 1

Mr. Henry Morris's Pennyfield..... (Mr. Heard) 2

Mr. Day's Common Land..... (Mr. Dallas) 3

Time: 1min. 30.2-sec.

TAX RACE CUP—Distance: Two miles.

Mr. Henry Morris's Lethbridge..... (Mr. Heard) 1

Mr. Wm. McBain's Nationalist..... (Mr. Knoll) 2

Mr. Cemos's Crowborough..... (Mr. Springfield) 3

Time: 4mins. 22-sec.

THE SHANGHAI DERBY—Distance: One and a half miles.

Messrs. Fay and Seth's Christmas Card..... (Mr. Heard) 1

Mr. Allan's Indiana..... (Mr. Knoll) 2

Mr. Allan's Colorado..... (Mr. Vids) 3

Time: 2mins. 16.2-sec.

TAX SICCATEL CUP—Distance: One and a quarter miles.

Mr. Day's Shenkand..... (Mr. Dallas) 1

Mr. Belinda's Tyneside..... (Mr. Brand) 2

Mr. Nugget's Pilgrim (Mr. Harper) 3

Time: 2mins. 44-sec.

THE GRAND STAND STAKES—Distance: One mile and a quarter.

Mr. Teeg's Zenda..... (Mr. Sleep) 1

Mr. R. E. Sesson's Flying Fox..... (Mr. Knoll) 2

Capt. Bannison's Northbury (Mr. Moller) 3

Time: 2mins. 40.4-sec.

THE CHINESE CUP AND SHANGHAI STAKES—Distance: One mile and a half.

Mr. Campor's Old Bill..... (Mr. Springfield) 1

"Hellenic's" Ajax..... (Mr. Knoll) 2

Mr. Day's Trustland..... (Mr. Dallas) 3

Time: 3mins. 11.4-sec.

THE SPRING CUP—Distance: One mile and a quarter.

"Hellenic's" Adonis..... (Mr. A. N. Dallas) 1

Messrs. N. L. Sparks and D. Brand's Wild West..... (Mr. Knoll) 2

Mrs. Isabel Moller's Farmlight..... (Mr. Moller) 3

Time: 2mins. 41.2-sec.

THE SCURRY STAKES—Distance: Seven furlongs.

Mr. Risk's Assurance..... (Mr. Harker) 1

Messrs. Stephen and Stitt's Grey Bowler..... (Mr. Brand) 2

"Omekrik's" Carbon..... (Mr. Moller) 3

Time: 1min. 49.1-sec.

THE TENTH PLATE—Distance: One mile and a quarter.

Messrs. Fay and Seth's Christmas Gift..... (Mr. Heard) 1

Mr. Wm. McBain's Fullhouse..... (Mr. Brand) 2

Mr. Jeromi's Scorpions..... (Mr. Harper) 3

Time: 2mins. 41.1-sec.

THE PRINCE CUP—Distance: One mile.

Mr. Wing's Beeswing..... (Mr. Knoll) 1

Messrs. Winsome and Hasty's Peregrine..... (Mr. Hill) 2

Mr. Cemos's Crowborough..... (Mr. Springfield) 3

Time: 2mins. 6.1-sec.

Henry the Eighth's win in the first race on Monday when he broke the track record for nine furlongs, was a surprise. He paid the handsome dividend of \$790 to his eleven lucky backers. Sleep was the jockey. In the Criterion Stakes, Old Bill (Springfield) won comfortably. Shenkand was second, while three ponies tied for third place, for the first time in 15 years. The attendance was a record, one in the morning. Slight rain came down after tea.

Command Quiders state that Lieut. Col. B. M. Cross, R.A., General Staff Officer (2) is permitted to retire on retired pay, with effect from today. Capt. and Bt. Major R. B. Young, G.S.O. (3) will carry out the duties of G.S.O. (2) pending the arrival of a relief for Lieut. Col. Cross, and Lieut. H. R. Donovan, R. G. A., will temporarily be G.S.O. (3).

### AVOWED SPIES.

#### JAILED HERE FOR CARRYING REVOLVERS.

The four Swatow Chinese who were arrested on the "Amakusa Maru" on April 19 on a charge of having been concerned in a robbery on a Chinese bank in Swatow were again brought before Magistrate Lindsell yesterday afternoon.

All four men were charged with the possession of a quantity of silver dollars, and two of them were further charged with the unlawful possession of fully loaded revolvers.

Owing to the lack of evidence yesterday, the charge of possession of stolen property was dropped and two of the defendants were discharged. The arms case was then heard against the other two.

Sub-Inspector Shannon, who spoke as to the defendants' arrest, said he had carefully examined the "Amakusa Maru" and the revolvers were found in their possession. As a matter of fact, the men were officers in the employ of a foreign government and they were returning from a mission of investigation in the Kansu Province via Amoy to Canton. At the time of the robbery at Swatow they were on the high seas. The defendants were quite prepared to enter the witness box.

Both defendants attempted to prove that they were spies in the employ of General Li Lit-kwan, of the Cantonese Army.

Questioned by the Magistrate, the first defendant, who claimed to be a petty officer, said that he went to Kansu to investigate the position there because General Li Lit-kwan was going to lead his army into Kansu. He travelled overland back to Amoy. He did not always keep the magazine in his revolver, and it was not in when the revolver was found. He had never had occasion to use the weapon and if the police said that it had recently been fired, he was at a loss to explain the matter.

The second defendant gave similar evidence. He added that the mission of investigation was a political one. He carried the revolver in case of discovery, as he was liable to be shot by the soldiers there.

Mr. D'Almada then pointed out that the idea of the Arms Ordinance was not to charge persons in possession of arms passing through the Colony. It was intended for persons intending to stop in the Colony.

The Magistrate did not agree, and then addressing the defendants said: "I propose to send you both on another mission: it will not be similar to General Li Lit-kwan's mission. It will be a mission of investigation of the conditions of hard labour. Six months' each."

### OVERHEARD ON THE FERRY.

#### "CHINA'S LITTLE WAR."

Is anybody taking China's Little War seriously yet? The man in the street is not judging from a conversation overheard on the ferry the other afternoon.

Three men sitting on one of the front seats had their heads together coming across from Kowloon after tea. "Have you" asked one "seen about China's war in the papers?"

"Yes," said number two "I have, and what makes me smile is that they're having heavy firing and yet only a few casualties. I suppose what happens is that General One Lung sends a hit to General Two Lung when its raining and says 'No can fight to-day—too much make wet.'"

"And of course" chimed in number three "every Chinese soldier carries an umbrella. I remember, in the old days when the forts at Canton used to be painted like dragons and all other weird things to frighten people away and British and French gunboats used to go down there the Governor of one port got wind of trouble. He sent the Captain of the gunboat opposite his fort a message something like this: 'To-morrow I think you make trouble. Suppose your gun no put plug 'my gun no put plug, plenty noise, plenty smoke can do.'"

"When the Governor was last seen," concluded number three as the ferry lurched against Blako Pier, "he was letting out across the paddyfields for dear life."

### A GOOD RULE FOR THE HOME.

Make it a rule of your home to always keep on hand a bottle of Chamberlain's Colic and Diarrhoea Remedy. It is a safeguard against bowel complaints. It always cures promptly and no household is safe without it. For sale by all Chemists and druggists.

### OPIMUM POINT.

#### MAGISTRATE GRANTS A REHEARING.

Before Magistrate Lindsell yesterday afternoon, the hearing was concluded of the case in which a Chinese was charged with having imported 150 taels of prepared and 185 lbs. of raw non-Government opium from Hainan by the a.s. "Taiwa Maru" among a cargo of camphor and cow boots.

The evidence showed that the cargo, marked "S. Y.," was traced to the defendant through certain information given by a boatman who was arrested when he went to board the ship to take delivery. A permit writer employed at the Imports and Exports Department identified the defendant as the man for whom he had written out an import permit relating to the cargo in question.

The defendant was convicted and sentenced to six months' hard labour on each charge was passed.

This morning Mr. M. K. Lo appeared for the prisoner to apply for revision of the decision.

Mr. Lo said he understood that the view of the Magistrate held at the end of the case was that although there was no direct evidence that the stuff was directly imported by the defendant and was known to him to be opium, yet by virtue of the onus which required the defendant to disprove possession, a conviction was recorded as the Magistrate found that that onus had not been discharged by the defendant. The only ground on which he based his application, said Mr. Lo



## OBITUARY.

## THE HON. MR. LAU CHU PAK.

## SUDDEN DEATH THIS AFTERNOON.

## USEFUL CAREER ENDED.

Sudden death deprived the Colony of one of its best known and best liked Chinese residents this afternoon when the Hon. Mr. Lau Chu-pak, senior Chinese unofficial member of the Legislative Council and Chairman of the Chinese General Chamber of Commerce, passed away at 12.30 as the result of internal troubles which several doctors have hitherto failed to diagnose. The charm of his genial personality won him a wide circle of friends to whom the news of his death will come as a shock and a blow. Many spheres of the Colony's public activity will greatly miss the advice and assistance he was ever ready to give.

Mr. Lau Chu-pak was an ardent in his usual health on Monday. He was at the office all day, and at 6 p.m. attended the To Yuen Hotel tea party in honour of Mr. Ho Kom-tong, presiding and making the farewell speech to the guests. At this party he complained of slight chest trouble, remarking that he had now been bothered with this complaint for some time.

Nevertheless he was in his usual high spirits. He drove home in a motor car joking with characteristic lightness all the way. Although feeling slightly worse at seven o'clock he went down to dinner, but after the meal had scarcely begun was compelled to retire to his room. During the night he suffered many sharp attacks of chest trouble and in consequence had practically no sleep.

Early in the morning he summoned Dr. Ma Luk, his family physician, who called in Dr. Allen in consultation. As neither could determine the nature of Mr. Lau Chu-pak's complaint, Dr. Strahan was also called in, but still the illness could not be diagnosed. The doctors advised Mr. Lau Chu-pak to enter hospital, but he preferred to remain in his home. At 1.30 p.m. Dr. Baleau was summoned, but he also was unable to do anything for the patient.

In the evening Mr. Lau Chu-pak's condition became worse, and Professor Digby, of the Hong Kong University, was called and he invoked the further assistance of Dr. McKenny, of the Government Civil Hospital. Mr. Lau Chu-pak was again advised to enter hospital but once more he declined. His condition was now very critical, and it was explained to him that the only thing that could possibly save him was an immediate operation, which, however, would be very severe and would give only a two per cent. chance of recovery. Mr. Lau Chu-pak declined.

Half an hour before his death at 12.30 p.m. today, Mr. Lau Chu-pak was still fully conscious, unaware of course that the end, which his family was now expecting, was fast approaching. When he saw members of his family weeping he comforted them with a brave smile. About 11.30 Mr. Ho Kom-tong, who sailed later in the day for America, called to say goodbye. Mr. Lau Chu-pak shook hands with his friend and wished him bon voyage, this in spite of the great pain he was now suffering. The Hon. Mr. E. R. Haffner, who called on behalf of H.E. the Governor and himself to inquire regarding Mr. Lau Chu-pak's health, arrived a few moments before death and was present at the bed side when death took place.

Speaking to a China Mail reporter this afternoon, Mr. R. H. Kotewall, a close friend of the deceased and who was with him to the last, said that he thought the strike had undermined Mr. Lau Chu-pak's health. Of course, he had never taken much notice of the threats made against him, but he was very worried over the whole matter. It was during the strike that his chest trouble became acute.

## MR. LAU CHU PAK'S CAREER.

## THIRTY YEARS' PUBLIC LIFE.

A few weeks ago Mr. Lau Chu-pak decided to resign his seat on the Legislative Council and had already sent an intimation to the Government to that effect. His reason for this decision he explained at the time, was that he had already given 30 years of his life to public service, having been a member of every Chinese committee formed during that time. He was now "getting old," he said, and could not advantageously continue his activities. What he required now was a rest and some time to call his own, which he could truthfully say he had not had for the past 30 years. In fact, almost all that time had been given to public

duties and even to the attention of his own business he had had to give secondary consideration. He had already served one term of six years on the Council—his first appointment having been in 1914—and had just completed half of his second term, which under the new order was for four years, on March 1 this year, and in view of the call on his time as Chairman of the Chinese General Chamber of Commerce and of the Prince of Wales' Chinese Committee, he hoped that the Government would see its way to relieve him from further service.

Born in Hongkong on June 5, 1867, Mr. Lau Chu-pak was educated at the Government Central School (now Queen's College), and in 1885 was appointed first clerk of the Hongkong Observatory. Three years later he became a comprador to the West Point Godown Co., and on the following year was appointed Senior Anglo-Chinese master of Formosa Government College. He started business for himself as a tea merchant in 1890, and in 1893 became first Chinese assistant and comprador of Messrs. A. S. Watson & Co., which latter post he still holds. Mr. Lau's most busy year was 1897 when he was appointed member of the directorate of the Tung Wah Hospital; member of the committee of the Society for the Protection of Women and Children; member of the Hongkong Sanitary Board; member of the District Watchmen Committee; honorary secretary of the Ellis Kadonji Chinese School's Society; and member of the Executive Committee of the Tung Wah District Hospital; in all of which he held office until his death. Mr. Lau also took a leading part in the establishment of the Plague Hospital for Chinese; the Ellis Kadonji Chinese School's Society in Hongkong and China; the Blake Commemorative Fund; and the Chinese Commercial Union. This was by no means all of his activities, for more recently he became one of the founders of the Hongkong Mercantile Co.; Chairman of the Chinese General Chamber of Commerce, a member of the Peace Celebration Committee, and now Chairman of the Prince of Wales Chinese Committee.

As Chairman of the Chinese Chamber of Commerce, Mr. Lau Chu-pak was in close touch with the seamen's strike negotiations and naturally became very unpopular in consequence with a section of the Chinese community. The remarks he made at the To Yuen tea party on Monday afternoon in honour of Mr. Ho Kom-tong who has retired, also after a long public career in the Colony, reflected the feeling of bitterness this hostile attitude of his own people had caused him—"Nowadays," he said, "there is no distinction between truth and falsehood, right and wrong. No matter how hard one has striven for the good of the Chinese community, one's efforts are, by many not only unappreciated but generally adversely criticised, if not actually regarded as an offence."

The late Mr. Lau took a very prominent part in the welcome which the Chinese community gave to the Prince of Wales during H.R.H.'s recent visit to Hongkong. He presented the Chinese address to the Prince and occupied the chair at the Chinese banquet given in H.R.H.'s honour at the Tai Ping Theatre.

## THE FUNERAL.

The date of the funeral has not yet been fixed, as one of his sons is absent from the Colony. He has been buried in Hongkong, but he will probably be buried at his paternal home in Peng Wu, in Chinese territory, where his wife and father were buried.

## WHAT AWAITS WU?

## A MUTINIOUS ARMY?

A remark of Hsieh's to an interviewer, which bore upon Wu Pei-fu's situation and prospects, was suggestive. He conceded that tactically Wu Pei-fu was invincible in his present position if he kept his forces together. "But," said he, "suppose that his soldiers will not fight for him?"

He made this remark with a complacent smile and the interviewer remembered that there is a railway worker's union on the Kin-Han railway and that Hsieh Yin-po is in touch with it.

## TYPHOON WARNING.

The telegram quoted below was received by the local American Consulate General, from the Manila Observatory at 3.15 p.m. May 3, 1922. Typhoon in about 145 deg. Long. E. and 10 deg. Lat. N. direction unknown.

## NOW IS THE TIME.

For schematism you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this liniment and see how quickly it will relieve the pain and soothe. For sale by all Chemists and Druggists.

## FIGHTING IN THE NORTH.

## YESTERDAY'S HEAVY ENGAGEMENTS.

## NUMEROUS CASUALTIES REPORTED.

TIENTSIN, May 2.

Undoubtedly there was considerable fighting yesterday not very far south of Fengtai and Laofa, but this morning's train from Peking arrived fairly punctually.

The passengers report that there was no fighting to-day. The Fengtien forces are occupying the railway. There is no sign of the Chihli troops near them.

Fengtien reinforcements are continuing to be sent to Machang this morning from Chungliangchen.

## AFTER THE LULL.

PEKING, May 2.

After the lull this morning fighting was resumed at Changintien, principally with machine guns and rifles, the Chihli forces attacking. Early this afternoon the Fengtien forces were handicapped by a shortage of ammunition, but supplies were quickly brought from Fengtai, after which the Chihli troops made no headway.

Late this afternoon they retired towards Lidiou. The fighting throughout was very heavy, and the casualties were numerous.

The Chihli forces gallantly strove to turn both flanks. There was also brisk fighting on the bank of the Hunho, towards which General Chang-Fu-lai drove the Fengtien troops from Kuan. Changintien station was crowded this afternoon with wounded Fengtien troops, while numerous others reached Fengtai and several truckloads arrived at Chienmen.

## TWO GENERALS KILLED.

No details are obtainable regarding the Chihli losses. It is reported that the Chihli General Tung Cheng-kun and the Fengtien General Liang Hou-tung were killed, and that General Tao Feng, Commandant of the Fengtien Sixteen Division, was wounded.

The strain of the heavy fighting is said to be telling on the Fengtien forces, while Chihli is sending fresh troops to the field daily. Further desperate efforts by the Chihli forces to take Changintien are expected to-morrow.

## JAPANESE DESTROYERS.

Tokyo, May 2.

Three Japanese destroyers last night left Port Arthur for Tientsin—*Reuter's Pacific Service.*

## BRITISH VICE-CONSUL WOUNDED.

Peking, May 2.

There is a lull at Changintien this afternoon, and the position there is similar to that on Sunday.

Mr. E. S. Bennett, British Vice-Consul, observing the position of the Fengtien forces during the lull, received a scalp wound from one of a few bullets fired, but his condition is not serious.

On the middle front the Fengtien troops again took Kuan, the wounded from which state that there was heavy fighting during the last three days, often at close quarters; the tide of battle continually changing until Fengtien reinforcements turned the scale.

The fighting in the region of Kuan seems to have been of a higher quality than elsewhere.

## ARMISTICE RUMOUR.

PEKING, May 2.

The Government's efforts to effect a compromise have given rise to unjustified rumours that the lull precedes an armistice.

Fighting continued without intermission at Changintien and on the bank of the Hunho northward of Kuan, but so far without any material advantage.

According to reports from foreign observers on the Chihli side, General Wu Pei-fu was recently directing operations at Changintien "endeavouring to get good fighting out of General Tao Kan's poor troops," pending the arrival of General Feng Yu-hsiang's forces, which began to reach Paoching on the last inst.

The reports assert that General Wu Pei-fu's own troops did not participate at Changintien. This may explain the indecisive character of the Chihli attacks, which resembled the German frontal methods without supports, and which made the Germans effective.

While no fault can be found with the courage of the troops, who freely faced heavy casualties, the foreign military experts point out that a determined attack pressed home or in counter-attacking at the right moment might have changed the whole position at Changintien in one day. The heavy bombardments depleted the gun ammunition, and the fighting is now mainly done by machine guns and rifles.—*Reuter's Pacific Service.*

## LATEST SHIPPING NEWS.

## ARRIVALS.

Alcinous, (B. & S.) from Bremen, Singapore.—Holt's Wharf.  
St. Albans, (E. & A. S.) from Yokohama, Moji.—A.I.  
Nam Sang, (J. M. & Co.) from Calcutta, Singapore.—K'loon Wharf.  
Hydrangee, (Chin On) from Swatow, Co's Wharf.

Lake Onawa, (Admiral Line) from Saigon.—C20.  
Simferopol, (B. V. Fleet) from Bangkok.—B22.  
Van Cloon, (J. C. J. L.) from Deli, Singapore.—K Wharf.  
Passat, (K. Nguan Seng) from Bangkok.—B13.  
Havo, (Dodwell) from New Orleans, Balboa.—B24.

Yeboshi Maru, (N.Y.K.) from Yokohama, Moji.—Kowloon Wharf.  
Mogami Maru, (M.B.K.) from Wakamatsu.—Wanchai.  
Soyu Maru, (O.S.K.) from Canton.—A52.  
Taise Maru, (Yan Fat) from Kwangchow-wan, Macao.—Co's Wharf.  
Chenglee, (Yee Tai Hong) from Chefoo.—C4.

Hoi Ping, (Huanglee) from Dairen.—B55.  
Kwangtak, (C.M.S.N.) from Canton.—C45.  
Kueichow, (B. & S.) for Canton.—May 2.  
Hupoh, (B. and S.) for Canton.—May 3.

Orestes, (P. and S.) for Liverpool, Manila.—May 3.  
Georgia, (B. V. Fleet) for Bangkok Swatow.—May 3.  
Wing Sang, (J. M. & Co.) for Bangkok Swatow.—May 3.

Poo Lee, (Huang Shun) for Kwangchow-wan.—May 3.  
Amberst, (On F.T.) for Kwangchow-wan.—May 3.  
Deana Dollar, (R. Dollar) for New York, Manila.—May 3.

Fushimi Maru, (N.Y.K.) for Yokohama, Keelung.—May 3.  
Japan, (B.I.C.N.) for Calcutta, Singapore.—May 3.

Devawongsa, (Yuen Seng Fat) for Saigon.—May 4.  
Bok Canton, (Wo Hing) for Kwong Chow-wan.—May 4.  
Hydrangee, (Chin On) for Swatow.—May 4.

## TO-DAY'S ADVERTISEMENTS.

## NOTICE.

BEGINNING from the first SUNDAY of May, the 7th inst., the order of Masses at the CATHOLIC CATHEDRAL on SUNDAYS and Holydays of obligation will be changed as follows:

5.45 a.m. First Mass  
7.30 a.m. Second Mass with Sermon in Chinese.  
8.30 a.m. Third Mass with Sermon in Portuguese.  
10.15 a.m. Fourth Mass with Sermon in English.  
—Hongkong, May 3, 1922.

## DANCING.

PALACE HOTEL, KOWLOON.

Saturday, 8th May.

THE Jazz Band of the "Korea Maru" will play at the above Hotel on SATURDAY, 8th from 7.30 p.m.

Dancing 9 p.m.  
—Hongkong, May 3, 1922.

OFFICE THE SINGAPORE FREE PRESS & MERCANTILE ADVERTISER  
4, QUEEN'S ROAD, SINGAPORE.  
THE EASTERN SUPPLY CO.  
SHIP FURNISHERS.  
PAINTERS AND POLISHERS.  
DUNLOP TYRE REPRESENTATIVE.

CAUSE OF DESPONDENCY.  
Despondency is often caused by indigestion and constipation, and quickly disappears when Chamberlain's Tablets are taken. These tablets strengthen the digestion and move the bowels. For sale by all Chemists and Druggists.

## TO-DAY'S ADVERTISEMENTS.

## PUBLIC AUCTION.

PARTICULARS and Conditions of the Public Auction Sale, to be held on MONDAY, the 8th day of May, 1922, at 3 p.m. at the Office of the Public Works Department, by Order of His Excellency the Governor of one Lot of CROWN LAND at Pokfulam Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.									
No. of Lots.	Locality.	Boundary Measurements.	Area in Acres, Roods, and Perches.	Annual Rent.	Area in Acres, Roods, and Perches.	Annual Rent.	Area in Acres, Roods, and Perches.	Annual Rent.	Area in Acres, Roods, and Perches.
1	At Pokfulam Road, New Hongkong.	250 x 250 x 250 x 250	250 x 250	250 x 250	250 x 250	250 x 250	250 x 250	250 x 250	250 x 250

## PUBLIC AUCTIONS.

THE "Underigned have received instructions to sell by Public Auction (FOR ACCOUNT OF THE CONCERNED), ON

SATURDAY, May 6, 1922, at 11.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, Four Cases Cambria Swiss Embroidery, Malacca Edging and Black Lace. Terms:—Cash.

HUGHES & HOUGH, Auctioneers.  
Hongkong, May 3, 1922.

(FOR ACCOUNT OF THE CONCERNED), ON

MONDAY, May 8, 1922, at 11 a.m., Godown No. 57, Hongkong and Kowloon Godown 5 Cases Window Glass, Various Sizes. Terms:—Cash on delivery.

HUGHES & HOUGH, Auctioneers.  
Hongkong, May 3, 1922.

(FOR ACCOUNT OF THE CONCERNED), ON

TUESDAY, May 9, 1922, commencing at 2.30 p.m. at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, A Consignment of WHITE GOODS. Comprising:—

Ladies' and Gent's Handkerchiefs, Damask Table Cloths 60 and 63 inches wide, Serviettes, Turkish & Huckaback Towels, Bed Quilts, Bed Valances, Bedspreads, Pillow Cases, Cotton Calico, Dollies, Tray and Glass Cloths, Sheetings 72 & 90 inches wide, Bed Sheets, &c., &c.  
(Full Particulars from Catalogue). Terms:—Cash on delivery.

HUGHES & HOUGH, Auctioneers.  
Hongkong, May 3, 1922.

(for account of the concerned) ON

TUESDAY, May 9, 1922, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street, TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND TEAKWOOD TWIN BEDSTEADS, CARPETS, &c., &c.

Comprising:—Dining Suites, Chesterfield Sofas, Arm-chairs (new), Card and Occasional Tables, Teakwood Twin Bedsteads, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., (Tanned Teakwood), Sideboards, Dinner Wagons, Dinner Services, Crockery, & Glass Ware, Cooking Stoves, Cutlery, &c., Electro-plated Ware.

Electric Reading Lamps, Screens, Sundry Blackwood Furniture, Chairs, Cabinets, Pictures, &c., &c.  
Also 1 Piano by Broadwood, and 1 Harmonium.  
1 Complete Suite Stained Teak Dining Room Furniture. Terms:—Cash on delivery.

HUGHES & HOUGH, Auctioneers.  
Hongkong, May 3, 1922.

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

ALL preliminary notices of forthcoming meetings, lectures and entertainments, sent for insertion in the news columns of the China Mail, are charged for at the rate of \$1 each, (as announced in May and June of last year) providing that they do not occupy more than four lines. In future if this space is exceeded they will be placed in the advertising columns at the prevailing rates.

## NOTICES.

## TENNIS BALLS

FOR

## HARD OR GRASS COURTS

EX S.S.

"DONGOLA"



EX S.S.

"DONGOLA"

DAVIS'S, AYRE'S, SPALDING'S  
SPORTS DEPT.

LANE, CRAWFORD LTD.

## COLUMBIA GRAFONOLAS

NEW STOCK JUST ARRIVED

AT

ANDERSON'S

## THE BLUE BIRD

New Premises at 16A, Des Voeux Road Central  
(Formerly occupied by Mackintosh.)

Come and visit Hongkong's new Ice-cream and Candy Palace.  
Make the Blue Bird Cafe your rendezvous and meet over a nice Ice-cream Sandy.

Have you tasted our Steaming Hot Coffee, or Hot Malted Milk?—If not, it is time you should.

Sole Agents:—

Suzuki &amp; Co.

—SAKURA BEER—  
Alexandra Buildings.  
Tel. 468 & 467.

## DRAGON MOTOR CAR CO., LTD.

(THE EUROPEAN GARAGE)

Open and Closed

CARS FOR HIRE

TEL 482 in Hongkong and Kowloon. TEL 3552

## "KING GEORGE IV." WHISKY.

THE TOP NOTCH  
OF SCOTCH.

RIPE IN YEARS.

RARE IN QUALITY.

The Distillers Company,

Limited.

Edinburgh.



SOLE AGENTS:—

GANDE, PRICE &amp; CO., LTD.

WINE & SPIRIT MERCHANTS,  
2, QUEEN'S ROAD, CENTRAL HONGKONG.



## SHIPPING

## HONGKONG, CANTON &amp; MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE

Sailings:—To Canton daily at 9 a.m. and 10 p.m. (Sundays 10 p.m. only).  
From Canton daily at 5 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE

Sailings:—To Macao—Daily at 8 a.m. and 2 p.m. (Sundays at 8 a.m. only).  
From Macao—Daily at 5 a.m. and 2 p.m. (Sundays at 5 p.m. only).

Further information may be obtained at this Company's Office, 4, Des Vieux Road Central, Messrs. Thos. Cook & Son, or the American Express Company, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## NEW YORK BERTH

FOR NEW YORK AND BOSTON

VIA SUZ.

S.S. "WRAY CASTLE".....Sailing on or about 15th May.

## LLOYD TRIESTINO

TAKING CARGO ON THROUGH BILLS OF LADING

FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

## FOR SHANGHAI

S.S. "TRIESTE".....Sailing on or about 12th May.  
S.S. "VENETIA".....Sailing on or about 14th June.

FOR BRINDISI, VENICE, AND TRIESTE!

S.S. "PERIA".....Sailing on or about 12th May.  
S.S. "TRIESTE".....Sailing on or about 14th May.  
S.S. "VENETIA".....Sailing on or about 14th June.

Passengers' Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS

Regular Passenger and Cargo Service

FROM CALCUTTA TO

SOUTH AFRICAN PORTS

S.S. "UMONA".....Sailing about the end of April.

Through Bills of Lading issued from Hongkong

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON ANTWERP & HAMBURG, MARSEILLES—Monthly direct service via Singapore and Port Said.

ALFA MARU.....Thursday, 18th May

BURNOS AIBES—Rangoon, Siam, India, & Cape Town via Saigon and Singapore. Passenger Service.

SEATTLE MARU.....Thursday, 18th May

BOMBAY & COLOMBO—Regular monthly service via SINGAPORE.

MALAY MARU.....Thursday, 18th May

DELA & BANGKOK—via SINGAPORE & SINGAPORE—Regular Monthly Passenger Service.

BUSHO MARU.....Thursday, 4th May

CALCUTTA—Fortnightly service via Singapore, Penang and Rangoon.

SEIKAI MARU.....Thursday, 18th May

VICTORIA, VANCOUVER, SEATTLE & Tacoma—via Shanghai and Japan—Taking cargo to OVERLAND PORTS U.S.A. Canada.

ARIZONA MARU (omit. Shanghai).....Friday, 5th May

MAKILA MARU (omit. Shanghai).....Friday, 5th May

NEW YORK.....Friday, 5th May

NEW ORLEANS—via SUZ. Friday, 5th May.

CELESTES MARU.....Tuesday, 18th May.

JAPAN PORTS—Kobe & Yokohama via Shanghai.

ATLAS MARU.....Thursday, 11th May.

WESLUNG via SWATOW & AMOY.

ANAKUSA MARU.....Sunday, 7th May.

MAKAO via SWATOW & AMOY.

SORHU MARU.....Thursday, 4th May.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

## NEW YORK DIRECT.

JOINT SERVICE OF THE

## "BLUE FUNNEL" LINE

(OCEAN S.S. CO., LD. & CHINA MUTUAL S.S. CO., LD.)

AND

## AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LD.)

SAILINGS FROM HONGKONG.

S.S. "KARROO".....via Suez Canal.....10th May.

S.S. "ELLEROPHON".....via Suez Canal.....10th May.

S.S. "FRYADES".....via Suez Canal.....20th May.

S.S. "DEUCALION".....via Suez Canal.....5th June.

Steamers proceed via Suez Canal or Panama Canal at Owner's

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

(JOHN SWIRE & SONS, LTD.)

HONGKONG & CANTON KEES & CO., CANTON.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRIES. All work done in this establishment is guaranteed. We have 40 years' experience. We own two slipways and can accommodate any craft of 300 tons.

Works Office: 44, COVINGTON ROAD, HONGKONG. Telephone No. 452.  
Shipping Office: 10, KOWLOON, HONGKONG. Telephone No. 1.  
Telephone Nos. 452 and 1.

Established in 1882

## SHIPPING

## CANADIAN PACIFIC STEAMSHIPS LIMITED

## REDUCED FARES TO ENGLAND

FIRST CLASS THROUGHOUT

EMPERESS OF CANADA EMPERESS OF AUSTRALIA

EMPERESS OF RUSSIA EMPERESS OF ASIA

CONNECTING WITH

EMPERESS OF SCOTLAND EMPERESS OF FRANCE

\$620.50 GOLD

Lower Berth in First Class Sleeping Car across Canada \$25.60 extra.

SECOND CLASS \$412.84 GOLD

Lower Berth in Tourist Car across Canada \$12.80 extra.

THREE CANADIAN PACIFIC TRANSCONTINENTAL TRAINS DAILY.

CANADIAN PACIFIC HOTELS ALL OVER CANADA.

"CANADIAN PACIFIC THROUGHOUT"

Hongkong Office. Telephone 732 Cable Address GACANPAC.

## CHINA MAIL S.S. CO., LTD.

(INCORPORATED IN U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS.

"NANKING" "CHINA" "GORJISTAN" "ALMERIA"

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE.

## Trans-Pacific Service

HONGKONG TO SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, YOKOHAMA AND HONOLULU.

S.S. "NANKING".....May 30th.

S.S. "CHINA".....July 6th.

## Java Service

HONGKONG TO AMOY, SINGAPORE AND JAVA PORTS.

S.S. "GORJISTAN".....May 5th.

S.S. "ALMERIA".....May 5th.

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada. Cargo accepted on Through Bills of Lading for transhipment at San Francisco to weekly sailings for principal Atlantic Ports.

C. T. STURGEON, GENERAL AGENT

PRINCE'S BUILDING, 100 HOUSE STREET, TEL. PRINCE DEPT. & AGENT. No. 1834. No. 2181.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE OF Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Staterooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOOCHEW.

AND RETURN.

(Occupying 9 to 10 Days)

HAICHING.....Capt. J. S. Thomson.....FRIDAY, 5th May at 1 p.m.  
HAICHONG.....Capt. W. C. Passmore.....THURSDAY, 11th May at 1 p.m.

SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAFRAIK & Co.

General Managers.

## AMERICAN &amp; ORIENTAL LINE.

NEW YORK VIA SUZ.

Subject to change without notice.

## ORIENTAL AFRICAN LINE.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BELLA, DRAGAGE BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN direct or with transshipments at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.,

MANAGERS AGENTS.

## "ELLERMAN" LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

FREIGHT & PASSENGER SERVICE.

OUTWARDS.

HOMEWARD.

S.S. "CITY OF CALCUTTA".....5th May {Marseilles, London, Dunkirk, and Antwerp.

S.S. "CITY OF PEKIN".....18th May {London, Dunkirk, Rotterdam and Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

Or to KEES & Co., Canton

General Agents.

## SHIPPING

## O. N. C. CHINA NAVIGATION CO., LTD.

SAILING SUBJECT TO ALTERATION.

FOR	STAGES	TO ARRIVE
SWATOW AND BANGKOK	SWATOW	To-morrow 4 p.m.
AMOY, SHANGHAI AND TIENTSIN	SWATOW	May 4th 4 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	SWATOW	May 5th 4 p.m.
SWATOW AND SHANGHAI	SWATOW	May 5th 4 p.m.
SWATOW, SHANGHAI AND TIENTSIN	SWATOW	May 5th 4 p.m.
SHANGHAI	SWATOW	May 5th 4 p.m.
FAHSHI & HAIPHONG	SWATOW	May 5th 4 p.m.
SWATOW AND BANGKOK	SWATOW	May 5th 4 p.m.
SWATOW AND SINGAPORE	SWATOW	May 5th 4 p.m.
CHEFOO AND NEWCHOWANG	SWATOW	May 5th 4 p.m.
SHANGHAI LINE—PASSENGERS, MAIL and CARGO. Steamers	SWATOW	May 5th 4 p.m.
Saloon, accommodation, amusements, Electric Fans in Saloon and State	SWATOW	May 5th 4 p.m.
rooms. Regular schedule service between Canton, Hongkong, Shanghai	SWATOW	May 5th 4 p.m.
(three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading	SWATOW	May 5th 4 p.m.
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,	SWATOW	May 5th 4 p.m.
avoiding the inconvenience of transshipment at Woosung.	SWATOW	May 5th 4 p.m.
For Freight or Passage apply to—	SWATOW	May 5th 4 p.m.

BUTTERFIELD & SWIRE,

(John Swire & Sons Ltd.)

Telephone No. 35.

## STRUTHERS &amp; BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

## EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO FROM HONGKONG BY DIRECT ROUTE.

"Desire".....Due Hongkong 12th May.

Leave Hongkong 15th May.

"West Prospect".....Due Hongkong 11th June.

Leave Hongkong 13th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY

SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF

LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, SOERABAYA, SAMARANG AND BATAVIA.

"West Crown".....Due Hongkong In port.

Leave Hongkong 21st May.

"West Farn".....Due Hongkong 24th May.

Leave Hongkong 26th May.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

FOR FULL INFORMATION APPLY TO—

STRUTHERS & BARRY.

L. EVERETT, General Agent for JAPAN, CHINA, PHILIPPINES, INDO-CHINA, STRAITS AND JAVA.

1st Floor, Powell's Building, Phone No. 3008. G. P. BRADFORD, Res. Agent.

## KERR STEAMSHIP CO., INC.

Service to NEW YORK, via Panama Canal.

For MANILA and NEW YORK.

S.S. "BLOSSOM HEATH,"

Sailing on or about Thursday 4th May.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,

Agents

## HAMBURG-AMERIKA LINE

M/V "MUSSTERLAND".....sailing about 10th May 1922

for

Rotterdam, Hamburg, etc.

For space please apply to—

## ARNHOLD BROTHERS &amp; CO., LTD.

1a, Charter Road.

Phone 1590.

Canton—Carlewitz & Co.

Macao—A. A. de Mello.

## THE EAST ASIATIC COMPANY, LTD., COPENHAGEN.

The M/S "MALAYA"

will be loading for Dunkirk, Rotterdam, Amsterdam, Hamburg, Copenhagen and other Scandinavian ports about 7th June.

Further sailings:—

S.S.	Expected on or about	Will leave for above ports on or about
S.S. "TRANSVAAL"	20th May	27th June.
M.S. "JAVA"	10th June	18th July.
M.S. "PERT"	25th June	1st August.
M.S. "AFRIKA"	24th July	1st September.

Subject to change without notice.

For further particulars please apply to—

MANNERS & BACKHOUSE, LTD.

Agents.

## THE WING CHEUNG MOTOR BOAT CO.

Fast and Comfortable Motor Boats de Luxe. For hire and for sale.

Picnic Parties, and Passengers carried to Kowloon.

Vessels in Harbour.

MODERATE TERMS.

Office: 16 Canton St., Wanchai.

Manager: Lokam.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

## JAPAN'S MORPHINE IMPORTS.

GENOA, May 1st.

Fuller reports by mail from the League of Nations Opium Conference at Geneva, show that Sir John Jordan congratulated Japan on the frankness and honesty of the figures regarding morphine imports, which she has given to the commission. He asked what had happened to the 45,000 pounds of morphine imported into Japan in 1920, in addition to the 7,533 pounds manufactured in Japan and the 5,015 pounds produced in Formosa.

The Japanese representative frankly declared that morphine was undoubtedly illicitly smuggled into China, but said that new and very thorough legislation, followed by strict administrative action, is being enforced by Japan. The diminution and complete control of the traffic were being attempted by Japan in an honest effort to do her duty as a signatory to the Hague Convention.

Sir John Jordan declared that morphine captured in China bore labels from London, America and Japan.

The commission recognized that America and Britain had also signed agreements with China by exporting morphine, which was transhipped at Kobe outside the Japanese Customs, and smuggled into China, but new legislation in Britain and the United States, forcing into this Japanese system, must rapidly reduce the supplies.

Strong criticism was expressed against Switzerland, both in regard to standing outside the commission, and being the largest exporter of opium in the world: exporting over 3,000 pounds in 1920 and in addition 4,833 pounds of morphine to Japan.

## IRISH BANK.

LONDON, May 1st.

The Anti-Treaty irregulars yesterday raided fourteen branches of the Bank of Ireland in various parts of Ireland and took £20,000, giving receipts. The banks concerned are insured with English companies.

The railway line in Tipperary have been torn up, bridges destroyed and telegraphs cut.

A Manifesto, jointly signed by the leaders of the pro-Treaty and anti-Treaty forces, including Mr. Collins and three members of the Rebel Executive, has been issued, appealing for an all-round closing of the ranks in order to avert the calamity of a conflict and advising the unification of forces, based on the acceptance of the fact that the majority of the people are willing to accept the Treaty and an election with the view of forming a Government having the confidence of the whole country.

## GENOA.



# SHIPPING

## P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND).  
MAIL AND PASSENGER SERVICES  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIA, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, RED  
SEA, EGYPT, EUROPE, &c.  
PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	5th May	Singapore, Penang, Colombo and Bombay.
"PLASBY"	7,346	10th May	MARSHALL, LONDON & A'Werp.
"DONGOLA"	8,000	24th May	do.
"SICILIA"	8,700	4th June	Singapore, Colombo & Bombay.
"KEYBER"	8,700	7th June	MARSHALL, LONDON & A'Werp.
"DELTA"	8,100	21st June	do.
"SOUTDA"	7,000	1st July	Singapore, Colombo & Bombay.
"KASHMIR"	9,000	15th July	MARSHALL, LONDON & A'Werp.
"KARNATA"	8,000	19th July	do.
"KASGAR"	8,300	2nd Aug.	do.

BRITISH INDIA-APCAR SAILINGS (South)			
"EURYALUS"	3,570	6th May	Singapore via Amoy.
"JANUS"	4,594	7th May	Calcutta via Singapore and Penang.

EASTERN & AUSTRALIAN SAILINGS (South)			
"ST. ALBANS"	5,000	5th May	Manila, Cebu, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections with The Union F.S. Co.'s steamers from Australia to  
The United Kingdom via New Zealand, Vancouver, San Francisco etc., or the  
New Zealand Shipping Co.'s vessels for Southampton and London via Panama  
Canal.

SAILINGS TO SHANGHAI & JAPAN			
"EASTERN"	3,585	6th May	Kobe and Yokohama.
"KEYBER"	9,000	7th May	Shanghai and Japan.
"SICILIA"	8,700	24th May	Shanghai only.

All dates are approximate and subject to alteration without notice.  
PASSENGERS TELEGRAPHY FITTED ON ALL STEAMERS.  
Passengers for Hongkong must defray their own Hotel expenses at Singapore  
while waiting for the on carrying steamer.  
In Saloon Passengers may travel by R.I.S.N. Company's steamers between  
Singapore and Calcutta via Singapore and Madras in lieu of the section of  
their P. & O. Tickets Singapore to Colombo.  
All Cabins are fitted with Electric Fans free of charge.  
Parcels weighing not more than 25 lbs. x 2 ft. x 1 ft. will be received at the  
Company's Office up to noon on the day previous to sailing.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.**  
Agents.  
22, Des Voeux Road Central, HONGKONG.

**W. HING & CO.**  
LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1118. 25, Wing Woo Street, Central.

## T. K. K. TOYO KISEN KAISHA.

HONGKONG TO SAN FRANCISCO.  
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.  
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TOKYO MARU	22,000	May 6th.
KOREA MARU	22,000	May 13th.
SHINYU MARU	22,000	May 19th.
PERIA MARU	22,000	May 26th.
TAIYU MARU	22,000	June 2nd.
SIBERIA MARU	22,000	June 9th.

Calling at Dairen and omitting Shanghai.  
Calling at Keelung.  
Calling at Dairen.

**SOUTH AMERICAN LINE.**  
HONGKONG TO VALPARAISO.  
VIA MANILA, KEELUNG, JAPAN, HONOLULU, HILO, SAN FRANCISCO,  
SAN PEDRO DE MACORIS, BALBOA, CALLAO, MOLLENDU,  
ARICA AND YQUIQUE.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	May 20th.
RAEYO MARU	14,000	June 24th.
GINYO MARU	14,000	Aug. 27th.

For full information regarding passengers freight and cargo, apply to—  
Y. T. U. S. M. Manager, King's Building, Tel. No. 2374 & 2375  
Agents at Canton: Messrs. T. E. GRIFFITH LTD.

## THOS. COOK & SON.

RAILWAY STEAMSHIP FREIGHT  
INSURANCE AGENTS  
BANKERS.  
Tickets issued, Letters of Credit and Circular Notes Issued and Cashed.  
"FAR EASTERN TRAVELLERS' GAZETTE"  
free on application.

143 OFFICES THROUGHOUT THE WORLD 143  
Far Eastern Offices:  
HONGKONG, SHANGHAI, TIENTSIN, PEKING &  
YOKOHAMA.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.  
Local Address:—Hongkong Hotel Building,  
HONGKONG.

Telegraphic Address:—"COUPON." Telephone 524-5.

## CHINA COAST.

### LATEST CHANGES.

Captain J. Oudney, of the "Hain  
Peking," is on leave. Captain B.  
Monkman, from reserve, has gone  
master, "Hain Peking."

Mr. E. H. Histed, sup'y second  
officer, "Wanhien," has gone sup'y  
second officer, "Luanyi."

Mr. O. E. R. Nyberg, from leave,  
has gone second officer, "Luanyi."

Captain G. D. S. Mills, of the  
"Wanhien," is on reserve. Captain  
R. T. Olsen has been appointed  
master, "Wanhien."

Captain A. R. McEachran, of the  
"Ningpo," is on leave. Captain D.  
T. James, from reserve, has gone  
master, "Ningpo."

Captain R. H. G. Ashby, from  
reserve, has gone master, "Shansi."

Captain R. F. Mitchell, of the  
"Liangchow," has gone master,  
"Teau." Captain W. McDonald, of  
the "Teau," is on reserve.

Captain G. P. McAdam, from re-  
serve, has gone master, "Liangchow."

Mr. A. H. Bathurst, chief officer,  
"Liangchow," is on reserve.

Mr. A. H. Bolderson, from reserve,  
has gone chief officer, "Liangchow."

Mr. A. G. McKinnon, second officer,  
"Chusan," is deceased.

Mr. D. Warden, chief engineer,  
"Tatung," has gone chief engineer,  
"Fengtien."

Mr. J. Cameron, chief engineer  
"Fengtien," has gone chief engineer,  
"Tatung."

Mr. J. Work, second engineer,  
"Kwangse," is on reserve.

Mr. D. M. Stewart, acting second  
engineer, "Luanyi," has gone second  
engineer, "Kwangse."

Mr. W. J. Belcher, from reserve,  
has gone third engineer, "Yunnan."

Mr. H. M. Hall, chief engineer,  
"Wenchow," has gone chief engineer,  
"Suiyang."

Mr. P. Bell, acting chief engineer,  
"Suiyang," has gone second engineer,  
same ship.

Mr. J. V. King, acting second  
engineer, "Suiyang," has gone third  
engineer, same ship.

Mr. A. Hamilton, chief engineer,  
"Hanchow," has gone chief engineer,  
"Wenchow."

Mr. J. W. Dinnan, sup'y chief  
engineer, "Fengtien," has gone chief  
engineer, "Hanchow."

Mr. J. Baxter, from leave, has gone  
chief engineer, "Chekiang."

Mr. R. H. Kingswood, third  
engineer, "Shanghai," is on reserve.

Mr. J. Agnew, third engineer,  
"Wenchow," has gone third engineer,  
"Shanghai."

Mr. J. L. Crickhanks, from  
reserve, has gone acting second  
engineer, "Wenchow."

Mr. J. Reay, third engineer,  
"Wenchow," has gone third engineer,  
"Fookchow."

Mr. H. Thomson, chief engineer,  
"Chusan," is on reserve.

Mr. J. P. J. Maher, from reserve,  
has gone chief engineer, "Chusan."

Mr. P. H. Toad, third engineer,  
"Kashang," is on reserve.

Mr. A. Buchanan, chief engineer,  
"Liangchow," is on reserve.

Mr. R. K. Burns, second engineer,  
"Liangchow," has gone acting chief  
engineer, same ship.

Mr. B. Meldrum, third engineer,  
"Tungchow," has gone acting second  
engineer, same ship.

Mr. M. G. Simelair, from reserve,  
has gone third engineer, "Tungchow."

Mr. D. Campbell, from reserve, has  
gone sup'y second engineer, "Luanyi."

Mr. B. Tully, chief officer,  
"Loongwo," has gone chief officer,  
"Tuckwo."

Mr. J. E. Harvey, acting chief officer,  
"Tuckwo," has gone second officer,  
same ship.

Captain S. Findeison, from leave, has  
gone master, "Tuckwo."

Mr. M. Dowson, acting master,  
"Tuckwo," has gone chief officer,  
"Loongwo."

Mr. D. G. Burleigh, sup'y chief  
officer, "Hopang," has gone chief  
officer, "Tungshing."

Mr. G. E. Vaughan, chief officer,  
"Tungshing," is on reserve.

Mr. G. Bolam, from leave, has been  
appointed sup'y second officer, "Tungshing."

Mr. J. E. Levine has been appointed  
sup'y second officer, "Kungwo."

Mr. T. Macfarlane, from leave, has  
gone sup'y second officer, "Fausang."

Mr. E. M. Patterson, chief officer,  
"Koonshing," has gone chief officer,  
"Washing."

Mr. J. M. Sturgeon, chief  
officer, "Washing," has gone chief  
officer, "Koonshing."

Mr. A. J. Begley, chief engineer,  
"Koonshing," has gone chief  
engineer, "Tuckwo."

## P. & O. S. N. CO.

STEAMERS FOR  
STRAITS, COLOMBO, AUS-  
TRALIA, BOMBAY, EGYPT,  
MEDITERRANEAN PORTS  
& LONDON.

Through Bills of Lading issued for  
Bateria, Persian Gulf, Continental,  
American and South African Ports.

THE Steamship "DUNERA,"  
Captain Walker, carrying His  
Majesty's Mails, will be despatched from  
this Port on or about FRIDAY, 5th  
May, 1922, taking Passengers and  
Cargo for the above Ports.

Silk and Valuable and Tea for Italy,  
France and London (under arrangement)  
will be transhipped at Bombay into the  
Mail Steamer proceeding direct to  
Marseilles and London.

Parcels will be received at this Office  
until 3 p.m. the day before sailing.  
The contents and value of all packages  
are required.

For further particulars apply to—  
**MACKINNON, MACKENZIE  
& CO.**  
Agents.  
Hongkong, April 28, 1922.

## PORT.

### YESTERDAY'S TENNIS.

Only one match in connection with  
the H.K.C.C. Lawn Tennis Tourna-  
ment, was played off yesterday  
afternoon when F. A. Redmond and  
M. H. Roffey (1/6) beat M. E. F.  
Airey and R. B. Flordien (15/1), 6-4,  
6-3, in the Handicap Doubles.

After this match, an interesting  
"friendly" was played between the  
Hancock brothers, holders of the  
Doubles Championship of the Colony,  
and J. B. Penman and Wong Po-  
keung. The match attracted a large  
gathering of spectators. The  
Hancocks won the first two sets in  
grand style, but Penman and Wong  
spurred in the third and won it on  
their merits after a very stiff struggle.

The thunder shower which came on  
after this prevented the match being  
finished. The Hancocks were in good  
form, and should give Ng Sze-kwong  
and W. Lock wei a very hard game  
when they meet in the Challenge  
Round for the Championship of the  
Colony.

TO-DAY'S MATCH.  
This afternoon Ng Sze-kwong,  
holder of the Singles Championship,  
and M. W. Lo meet in the Challenge  
Round on the Sand Court com-  
mencing at 4.30 p.m.

BILLIARDS.  
PALACE HOTEL HANDICAP.  
Playing in the Palace Hotel Handi-  
cap last night W. B. Haslett (—100)  
defeated A. Greenett (scr.) 250-180.  
Haslett's best breaks were 31 and 25  
and Greenett's 15 and 13.

A very fine game was witnessed  
between A. Gourley (—150) and A.  
G. Fife (—200), the former securing  
the verdict by 20 points. The final  
scores were Gourley 250, Fife 230.  
Both players scored at a fast rate,  
the winner contributing breaks of  
36, 35, 22, 15 (twice) and 14. Fife's  
best efforts were 35, 30, 22, 17, 16  
(twice) and 14.

Only one game is down for decision  
to-night, F. E. Silva (—250) meeting  
J. Fraser (—125) at 9 p.m.

Mr. J. A. Black, acting chief  
engineer, "Tuckwo," has gone second  
engineer, same ship.

Mr. W. T. Bould, acting second  
engineer, "Tuckwo," has gone third  
engineer, "Loongwo."

Mr. W. M. Adam, third engineer,  
"Loongwo," is on leave.

Mr. E. Scott, from reserve, has gone  
chief engineer, "Koonshing."

Mr. A. Connel, from leave, has gone  
sup'y third engineer, "Loongwo."

Mr. N. Saharoff, second officer,  
"Kiangyu," has gone second officer,  
"Tungwah."

Mr. D. Vafindis, second officer,  
"Tungwah," has gone second officer,  
"Kwangshah."

Mr. T. Roberts, second officer,  
"Kiangshin," has gone second officer,  
"Hacan."

Mr. S. Robertson, second officer,  
"Kiangshin," has gone second  
officer, "Hacan."

Mr. J. Lang, from leave, has gone  
second officer, "Kiangshin."

## NOTICES TO CONSIGNEES

### TOYO KISEN KAISHA.

#### NOTICE TO CONSIGNEES.

##### "KOREA MARU."

##### THE Steamship

##### From SAN FRANCISCO, via HONO- LULU, JAPAN PORTS, & SHANGHAI.

The above named Steamer having  
arrived on Monday, 1st May, 1922,  
consignees of cargo are hereby notified to  
present their Bills of Lading for counter-  
signature, and take immediate delivery  
from alongside steamer or the Company's  
Godown, where all cargo impeding  
immediate discharge will be  
landed at consignee's risk.

Storage will be assessed on  
cargo remaining undelivered after  
Monday, 8th May, 1922.

All broken, chafed and damaged pack-  
ages will be examined on Monday,  
8th May, 1922, at 10 a.m.

No claims will be recognized after  
goods have left the steamer or Godown, and  
none will be entertained if presented  
later than three weeks after arrival  
of steamer.

No Fire Insurance whatever will be  
effected.  
Y. TSUTSUMI,  
Manager.  
Hongkong, May 1, 1922.

## NIPPON YUSEN KAISHA.

### NOTICE TO CONSIGNEES.

#### FROM EUROPE AND STRAITS.

##### S.S. "TOTTORI MARU"

Consignees of Cargo by the above  
steamer are hereby notified that the  
whole of the same has been returned  
from Shanghai by S.S. "AKITA MARU"

on the 30th April, and these Goods will  
be landed and placed at their risk in  
the Hongkong and Kowloon Wharf and  
Godown Company's Godowns at Kow-  
loon, where each consignment will be  
sorted out mark by mark and delivery  
can be obtained as soon as the Goods  
are landed.

NIPPON YUSEN KAISHA,  
Agents.  
Hongkong, May 1, 1922.

## NOTICE TO CONSIGNEES.

### THE KERR STEAMSHIP CO. INC.

#### THE Steamship

##### "BLOSSOM HEATH"

having arrived from New York via  
ports on Tuesday 2nd May, consignees  
are hereby notified that their cargo is  
being landed into the Godowns of  
Hongkong and Kowloon Wharf and  
Godown Co. and stored at their risk.

Consignees of cargo must produce an  
Import permit signed by the Superin-  
tendent of Imports and Exports, before  
Bills of Lading will be countersigned.

All broken, chafed and damaged  
cargo is to be left in the Godown where  
the examination will be held on the 9th  
May at 11 a.m.

All claims must be presented within  
thirty days of the steamer's arrival here,  
after which they will not be recognized.

No claims will be recognized after the  
Goods have left the Godown and cargo  
undelivered on or before the 9th May  
will be subject to return.

No Fire Insurance will be effected.  
Consignees are requested to send in  
their B/L for Counter-signature im-  
mediately to—  
**SHEWAN, TOMES & CO.**  
Agents.  
THE KERR STEAMSHIP CO. INC.  
Hongkong, May 2, 1922.

## YEE SING.

### GENELEMENS.

#### TAILOR

12, Wellington Street.

## FOR A LAME BACK.

When you have pains or lameness in  
the back, bathe the parts with Chamber-  
lain's Pain Balm twice a day, massaging  
with the palm of the hand for five  
minutes at each application. Then  
dampen a piece of flannel slightly with  
this liniment and bind it on over the  
rest of pain. For sale by all Chemists  
and Storekeepers.

## SHIPBUILDERS.

### SHIP REPAIRERS.

#### BOILER MAKERS.

#### FORGE MASTERS.

#### OXY-ACETYLENE, AND

#### ELECTRIC WELDERS.

#### MECHANICAL, AND

#### ELECTRICAL

#### ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY

OF HONGKONG, LIMITED.

TEL. ADDRESS:—"TAIKOO DOCK," HONGKONG.

TELEPHONE No. 111.

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Agents: BUTTERFIELD & SWIRE.

(John Swire & Sons, Ltd.)

HONGKONG, CHINA & JAPAN.

## SHIPPING

# N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai &  
Japan ports. Through bills of lading issued to all Over  
land Common Points in U.S.A. and Canada.

IYO MARU (calling Keelung) ... Monday, 12th June.

SHIZUKA MARU (calling Keelung) ... Monday, 12th June.

MARSEILLES, LONDON & ANTWERP via Singapore &c.  
HAKONE MARU ... Wednesday, 15th May, at 11 a.m.

SURU MARU ... Friday, 18th May, at 11 a.m.

HAMBURG via DUNKIRK, LONDON, & ROTTERDAM.  
TOTTORI MARU ... Friday, 5th May.

LIVERPOOL via MARSEILLES & VAL-NOY.  
TATSUNO MARU ... Sunday, 4th June

SYDNEY & MELBOURNE via Manila &c.  
AKI MARU ... Tuesday, 18th May at 11 a.m.

TANGO MARU ... Tuesday, 30th June at 11 a.m.

NEW YORK via PANAMA.  
LIBON MARU ... Friday, 5th May.

NEW YORK via Suez.  
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape  
KAWACHI MARU ... Beginning of June.

BOMBAY via Singapore, Penang & Colombo.  
YEBOSHI MARU (omitting Penang) ... Thursday, 4th May

CALCUTTA via Rangoon.  
AKITA MARU ... Saturday, 6th May

HAGASAKI, KOBE & YOKOHAMA.  
TANGO MARU ... Friday, 19th May at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.  
MISHIMA MARU ... Thursday, 11th May at 11 a.m.

SADO



**NOW IS THE TIME**  
TO TEST THE  
**SOOTHING EFFECT**  
OF  
**MENTHOLATUM**  
WHEN APPLIED  
ON  
INSECT BITES  
**MENTHOLATUM TRY IT!!**

**NOTICE.**  
**TO KOWLOON RESIDENTS.**  
IN RESPONSE TO NUMEROUS REQUESTS.

**IZAL**

THE IDEAL DISINFECTANT

IS NOW OBTAINABLE IN

ONE QUARTS  
HALF GALLONS  
AND  
ONE GALLONS  
FROM

THE EMPRESS STORES,  
HUNG CHEONG,  
ON LEE,  
KOWLOON STORES,  
&c., &c.

PUT IT ON THE BOOK **TO-NIGHT.**

**NIAGARA FALLS CANDY**  
Operated by the On Lok Yuen Co., Ltd.  
29-31, Des Voeux Road Central.

**IT'S A BRICK!**  
YES A BRICK ICE CREAM.  
"PACKED TO YOUR HOME WITHOUT MELTING  
ON THE WAY."  
FOR SUMMER PARTIES, PICNICS AND OUTINGS  
THERE IS NO BETTER OR MORE CONVENIENT  
REFRESHER THAN THE **BRICK ICE CREAM.**  
Order through telephone—Our number is 1022  
and we will send you a Brick Ice-Cream.

**JUST RECEIVED**  
a shipment of the world-famous Egyptian Cigarettes  
"NESTOR GIANACOLIS"  
"SAKELLARI BROS."  
(Amber-Perfume)  
and "PARADISE BIRDS."  
**GRAECO-EGYPTIAN TOBACCO STORE.**  
12, Queen's Road Central.

**THE HON SHING COMPANY.**  
34 Queen's Road Central.  
GENERAL MERCHANTS.  
IMPORTS—Floor Goods, Metals, Scissors, Chemicals, Machinery, Provision.  
EXPORTS—Mineral Oils, Rattan Goods, all kinds of Oil, Feather, Hide and Bones.  
Porcelain Ware, Silk and Embroideries, Tea and Tobacco Leaf.

### HONGKONG HARBOUR.

PAST, PRESENT AND FUTURE.

The following article written by Captain Basil Taylor, R.N., formerly Harbour Master at Hongkong, is reprinted from *The Sun and Shipping* (London):—

As I have said, the shipping interest was quick to realize the advantages of the port of Hongkong, but the authorities are credited with having failed to do so, and to have only yielded to pressure in the end. My own opinion is that Captain Elliot's opposition to the use of the harbour was due to other causes, as I have already indicated. That the authorities concerned fully appreciated the extraordinary value of their new harbour is proved by the fact that they appointed a naval officer as harbour master in 1841, before the Treaty of Nanking, under which Hongkong became British, had even been drafted.

At the time of the cession of Hongkong to us, all vessels trading to the Far East were sailing-ships. They were small in tonnage and few in number, and the trade they conducted was in its infancy. But it was a healthy child, with excellent prospects now extant, those giving the figures for the year 1844, show that in that year 538 ships, aggregating 189,257 tons, entered the port of Hongkong, but because it was a free port, no record is available of the amount, description or value of the cargo carried by these vessels. In 1845 the first steamers appeared, the P. & O. Company having started a mail service, via Egypt, to the East in that year, the mails and passengers being conveyed across the Isthmus of Suez by the Nile canal, and desert between Alexandria and Suez. Since then, sail has gradually disappeared, except junks, while steamers have increased enormously both in numbers and size, until the record of 1913 was reached. In that year the arrivals and departures of trading vessels in the foreign trade of the port totalled 47,520 ships aggregating no less than 25,821,652 net register tons. During the late war the figures declined at Hongkong, as they did elsewhere, but they recovered remarkably after the Armistice. I am able to give a comparison between the three ports, London, Liverpool and Hongkong, for the seven months ended October 31, 1918, and 1919, as follows.

London Liverpool Hongkong  
1918 6,083,848 7,741,583 9,811,196  
1919 10,803,299 9,249,957 12,029,414  
For the whole of 1919 the arrivals and departures in the foreign trade of the port of Hongkong amounted to 41,886 ships of 21,072,129 tons. For 1920 the figures were 43,364 ships of 24,194,022 tons.

Prior to the war we had no power to demand, and no machinery to deal with, the details of cargo carried in ships calling at Hongkong, but in 1918 for the first time such figures became available. I am, therefore, able to give the following values, which are for the year 1919:—  
Imports to Hongkong £2,693,992  
Exports from Hongkong 97,105,784  
Total £179,799,776

These figures are, however, not complete, for they do not include certain land-borne goods, principally imports from the Chinese hinterland, and a quantity of small junk cargoes carried to and from outlying parts of the Colony. But the excess of exports over imports of nearly fourteen and a half million pounds sterling in value, is real, though surprising. It is accounted for by the fact that in recent years local manufactures and industries have greatly increased, and the difference between the values of imports and exports is the difference between the values of the imported raw materials and the exported manufactured articles.

Hongkong is the home port of a large fleet of coasting and river steamers. The former trade along the coasts of the China and Yellow Seas as far as Japan and Siam and

the Philippine Islands, though the last run is now almost entirely monopolized by vessels under the United States flag. Formerly used to be served by the ships of the Douglas Steamship Company, a local British line of small steamers, but the Japanese have succeeded in ousting them from the run, and they are now restricted to the Southern Chinese ports. The principal British coasters are those belonging to the China Navigation Company, and the Indo-China S.N. Company both of which have large fleets. The latter include British Indian ports in the itinerary of some of their larger ships. Before the war they had a competitor in the coasting fleet of the Norddeutscher Lloyd Company, formerly the old Scottish Oriental Company's fleet, but—these disappeared in August 1914, and have not since emerged from their enforced retirement. The river steamers, running to Canton, Macao and the West River ports, from a not inconsiderable portion of the shipping of the port, there, being about ten sailings daily. The great majority of these vessels are British.

Supplies are plentiful and good, though no longer cheap since the American occupation of the Philippine Islands. This is especially the case with fresh provisions, which of late years have soared in price. The water is excellent, and now that the storage reservoir capacity has been placed on a proper basis and enormously increased, the supply is ample at all seasons of the year. Stocks of coal for bunkering are normally well up to demands, and almost any quality and quantity is obtainable at short notice. Chinese, Japanese, Borneo and Australian coals are ordinarily kept in stock in the Colony, for of late years Welsh coal is only imported for the Navy. Though the bunkering facilities are rather primitive, the work is carried out expeditiously by means of native labour and 50-lb. baskets from lighters. About one million tons of bunker coal was shipped on board merchant steamers during 1919. This does not, of course, include oil fuel, of which large and increasing quantities are supplied by the various oil companies represented in the Colony.

Hongkong is well provided with establishments for shipbuilding and repairing, dry-docking, etc. The management and the leading skilled artisans are in most cases European, but the great majority of the workmen are Chinese, who often become most efficient engineers, though generally incapable of initiative or of responsibility for departure from routine, or "rule of thumb." The result is that in the larger firms there is considerably more overseeing required than in similar establishments at home. It is only fair to add that the essentially Chinese firms, which employ no Europeans in any capacity, turn out quite good work at a cost considerably below that charged by their European managed competitors.

The two leading firms are the Hongkong and Whampoa Dock Company, and the Taikeo Dockyard and Engineering Company. Of these, the former is of old standing, and, as their title implies, originally had a branch at Whampoa. Their principal works are at Hungshom, where dry docks, slipways for smaller craft, building ships, foundries, very complete construction and repair shops, etc., are kept up to date. On the west side of the same peninsula, at Mong-ko-tai, is the Cosmopolitan Dock, with dry dock, repair shops, boat-building slips, etc., while on the south side of the Island of Hongkong, at Aberdeen, are two more dry docks, now seldom used. During and since the war this firm has built and engine steel vessels up to 3,500 net register tons, including several "standard" steamers, and at present they are engaged in the construction of several tankers for the Anglo-Saxon Petroleum Company. For many years they have produced smaller ships, steam and motor launches, tugs, lighters, etc., of wood, iron and steel. During the

### HONGKONG'S HEALTH.

LAST WEEK'S EIGHTY-FIVE  
PLAGUE CASES.

Eighteen cases of plague (bubonic) were notified yesterday, also one case of small pox. All were Chinese. Last week 85 cases of plague (50 fatal and one imported) were reported, also all Chinese.

The following cases were also reported last week:—nine of small pox (six fatal), one Indian and eight Chinese; nine of enteric fever (one fatal), four Chinese, two British, two Japanese, and one Indian; two of influenza (both fatal), Chinese; one of paratyphoid fever, Chinese.

### BEATEN FOR AN HOUR.

MUI-TSAI'S CHARGE AGAINST  
CHINESE LADY.

A Chinese lady named Yip Sze, a visitor from Canton living with relatives at No. 25A, Caine Road, was before Magistrate Fraser this morning charged with having ill-treated a 14-year old maid-servant.

The girl said that on Monday night she was made to kneel down and was beaten for an hour by the defendant with a feather duster, because the latter alleged she had not attended her property. She was beaten on the arms and legs, and the feather duster was split in the process. The next morning she ran away from the house and reported the matter at the Central Police Station.

The girl exhibited to the Magistrate an arm covered with bruises from elbow to wrist.

Inspector Patterson said that he counted 22 bruises on the girl's right thigh, and there were quite a number of welts on the arms and other legs. The case was remanded until to-morrow morning for hearing.

past eighteen months the general slump in shipping and shipbuilding has affected Hongkong, as it has every other part of the world.

The Taikeo Dockyard and Engineering Company was established within the past 15 years by Messrs. Butterfield and Swire (representing the "Blue Funnel" Line) to deal with their own ships, which include the China Navigation Company's fleet, and, before the war, also included the coasters of the N.D.L. (formerly the Scottish Oriental Company's). Their extensive works are situated on the north shore of the island, just inside Lyceum, and adjoining the same firm's large sugar refinery. Here is a dry dock capable of accommodating any vessel ever likely to visit the port, besides slipways on which to haul up smaller ships, and building slips. The shops contain a very complete and modern plant for all its purposes. "Taikeo Dock," as they are familiarly called, have, like their older rival, built and engineered ocean vessels, including "standard" steamers and others, up to 3,500 net register tons. During past year (1921), they have launched the following from their yard for the China Navigation Company:—the "Changsha," twin-screw, steel, river steamer, of 2,480 tons gross and 1,150 i.h.p.; the "Kwangtung," "Kwangchow" and "Kiating," each of 2,450 tons gross and 1,600 i.h.p.; and the "Kiating," river steamer of 920 tons gross and 3,000 i.h.p. In addition they built for the Ocean Steamship Company two steel tugs—the "Hermes" and the "Aphrodite," each of 88 tons gross and 375 i.h.p. At the present time they have in hand a steel steamer of 7,600 tons gross and 6,500 i.h.p., and a 125-ton tug of 400 i.h.p. Besides the above two firms there are others which undertake repairs and build small craft. Among these I may mention the following:—Messrs. MacDonald & Co., Messrs. Bailey and Company, Messrs. Carmichael & Co. and the Chinese firms of Kwong Hip Loong and Kwong Tack Cheong, all of whom turn out excellent work.

### DAIRY FARM NEWS.

#### FISH

Direct from the Scottish Fisheries

FILLETS HADDOCKS KIPPERS

#### BUTTER

Different grades to suit different tastes

"DAISY" BUTTER

"DAIRYMAID" "

"SHAMROCK" "

THE DAIRY FARM, ICE & COLD STORAGE Co., Ltd.

### HONGKONG HOTEL CO., LTD.

GARAGE DEPARTMENT.

SHOW ROOM PEDDER ST.

THE economy of the Studebaker LIGHT-SIX is based on fact, not theory. The above average obtained under a variety of conditions—on dirt roads, over mountainous trails and through crowded city streets—is concrete evidence of its low petrol consumption.

The unusual economy of the LIGHT-SIX is due to its light, evenly-balanced chassis, and its patented Internal Hot-Sp, which is an exclusive Studebaker feature.

PRICES \$2900.00

5. WIRE WHEELS

5. CORD TYRES

**Studebaker**

LIGHT-SIX

Tests made in fourteen cities show these results

	MPG	Miles
Rio de Janeiro, Brazil	27	17
Buenos Aires, Arg.	24.5	24.5
Christchurch, N. Z.	31	31
Toronto, Canada	26	26
Montreal	31.5	31.5
Oren Sound	31.5	31.5
Vancouver	28.5	28.5
Kelowna	25.9	25.9
Vernon	25.7	25.7
Hamilton	25.5	25.5
Victoria	25.7	25.7
Penticton	25.7	25.7
Revelstoke	25.3	25.3
Johnsberg, S. A.	25.5	25.5

**LIFEGUARD**  
BRITISH LIFEGUARD  
MANUFACTURED IN AUSTRALIA  
SWEETENED  
Condensed Milk  
NET WEIGHT 14 OZS.

Stocked by:—SUI YIOK,  
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JEWELLERS  
Dealers in China Jades, Diamonds, Pearls,  
Precious Stones & Amber-Beads.  
78, Queen's Road Central. Telephone 2907.  
Inspection Cordially Invited.

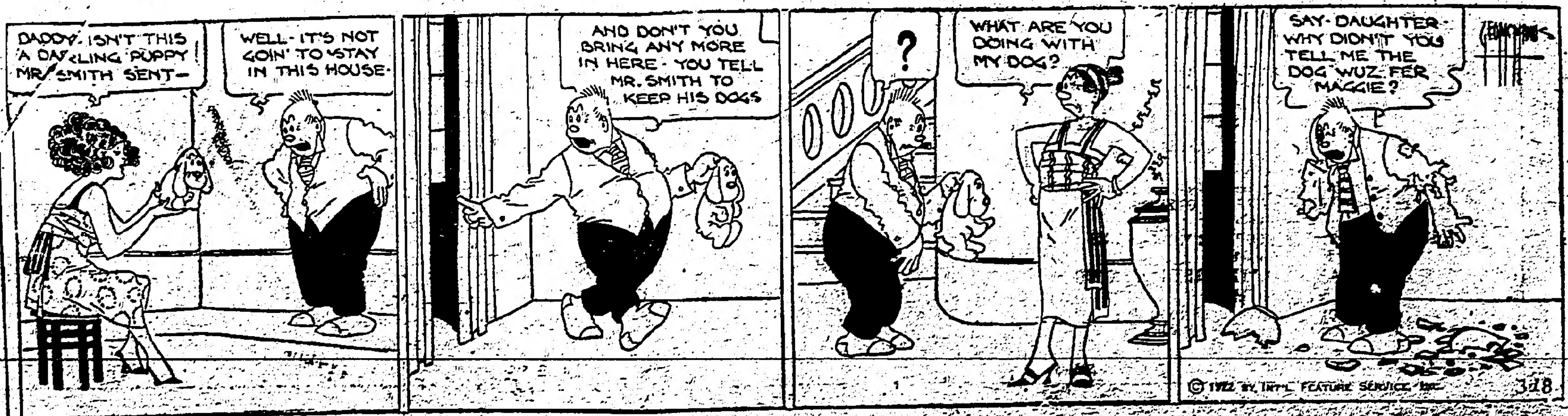
### BRINGING UP FATHER.

**EYES RIGHT**  
If not consult the  
**CHINESE OPTICAL CO.**  
67 Queen's Road Central.



The house recommended by  
my local doctors for its  
modesty and cheapness.

SEE US THEN, SEE





To Escape the Deadly  
Peril of Blood-poison  
You Must Dress Your  
Cut & Scratches With

# Zam-Buk

Many a limb has been crippled and many a life sacrificed through neglect of a simple cut or tiny scratch. No matter how trivial is the break in the skin, the correct and really safe treatment is to wash the place and immediately dress it with antiseptic Zam-Buk. Otherwise disease germs will infest the wound and set up putrefaction and blood-poison.

The unique combination of the pure herbal juices in Zam-Buk produces (1) an unequalled antiseptic power which purifies a wound, kills and expels attacking disease germs, prevents festering and (2) starts a healing process which is quite natural because it knits together the severed parts by growing new skin tissues. A cut hand, a bruised forehead, a pricked finger, a barked shin—these are common examples of the daily mishaps that occur to father, mother, and children, and make Zam-Buk a daily need in the home and the workshop.

There is nothing so soothing, so healing and so reliable as this ever-ready Zam-Buk. Keep a box always handy and banish from the home the danger of blood-poison and skin disease.

CONTAINS NO ANIMAL FAT.

Illustration of a woman applying Zam-Buk to her arm.



**THE CHEUNG SHING.**  
No. 40, Nathan Road, Kowloon.  
DEALERS & CONTRACTORS IN ELECTRICAL SUPPLIES,  
ALSO TEAKWOOD & BLACKWOOD FURNITURES FOR SALE.  
COME TO US! WE SELL THE BEST FURNITURES  
Obtainable in Hongkong.  
INSPECTION INVITED. TEL. No. K221.

1814 ESTABLISHED 100 YEARS. 1914

## JOHN HADDON AND CO.

### Export and Import Agents

For ONE HUNDRED YEARS in the CITY OF LONDON we have acted as Buying and Selling Agents for Traders, Storekeepers, Growers of Colonial Produce.

Are you requiring the services of London Agents to promote your interests? We shall be pleased to enter into correspondence with a view to arranging terms to mutual advantage.

BANK CREDITS ARRANGED.  
CASH ADVANCED AGAINST SHIPMENTS.

## JOHN HADDON AND CO.

Colonial Merchants  
and Produce Agents,  
SALISBURY SQUARE, LONDON, E.C.

## BANK.

## ASIA BANKING CORPORATION

(An American Bank for trade with the Far East.)

Owned by a group of American Banks and under the control of the New York State Banking Department and the Federal Reserve Bank. Complete banking facilities incident to foreign trade.

Travellers' Checks of the American Bankers' Association and the Guaranty Trust Company of New York, negotiable throughout the world, for Sale and Encashment with us.

HEAD OFFICE:  
New York

BRANCH:  
San Francisco

Head Office for the Orient:  
Shanghai

Branches:  
Hankow  
Peking

Manila  
Singapore

D. M. BIGGAR,  
Manager.

## EXCHANGE.

Hongkong, May 3, 1922.

On London ... 1/8-1/4

On Paris ... 1/8-1/4

On New York ... 1/8-1/4

On Hongkong ... 1/8-1/4

On Shanghai ... 1/8-1/4

On Canton ... 1/8-1/4

On Hankow ... 1/8-1/4

On Peking ... 1/8-1/4

On Tientsin ... 1/8-1/4

On Yokohama ... 1/8-1/4

On Kobe ... 1/8-1/4

On Osaka ... 1/8-1/4

On Manila ... 1/8-1/4

On Cebu ... 1/8-1/4

On Batavia ... 1/8-1/4

On Singapore ... 1/8-1/4

On Hongkong ... 1/8-1/4

On Shanghai ... 1/8-1/4

On Canton ... 1/8-1/4

On Hankow ... 1/8-1/4

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On Batavia ... 1/8-1/4

On Singapore ... 1/8-1/4

On Hongkong ... 1/8-1/4

On Shanghai ... 1/8-1/4

On Canton ... 1/8-1/4

On Hankow ... 1/8-1/4

On Peking ... 1/8-1/4

## NOTICE.

PMK TRAMWAYS COMPANY,  
LIMITED.

TIME TABLE

WEEK DAYS

7.00 a.m. to 8.00 a.m. every 15 minutes

8.00 a.m. to 8.30 a.m. every 10 minutes

8.30 a.m. to 11.00 a.m. every 15 minutes

11.00 a.m. to 12.00 noon every 15 minutes

12.00 noon to 1.00 p.m. every 15 minutes

1.00 p.m. to 4.00 p.m. every 15 minutes

4.00 p.m. to 8.00 p.m. every 15 minutes

8.00 p.m. to 8.30 p.m. every 10 minutes

8.30 p.m. to 11.00 p.m. every 15 minutes

11.00 p.m. to 12.00 midnight every 15 minutes

12.00 midnight to 1.00 a.m. every 15 minutes

1.00 a.m. to 4.00 a.m. every 15 minutes

4.00 a.m. to 8.00 a.m. every 15 minutes

8.00 a.m. to 8.30 a.m. every 10 minutes

8.30 a.m. to 11.00 a.m. every 15 minutes

11.00 a.m. to 12.00 noon every 15 minutes

12.00 noon to 1.00 p.m. every 15 minutes

1.00 p.m. to 4.00 p.m. every 15 minutes

4.00 p.m. to 8.00 p.m. every 15 minutes

8.00 p.m. to 8.30 p.m. every 10 minutes

8.30 p.m. to 11.00 p.m. every 15 minutes

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8.00 p.m. to 8.30 p.m. every 10 minutes

8.30 p.m. to 11.00 p.m. every 15 minutes

11.00 p.m. to 12.00 midnight every 15 minutes

12.00 midnight to 1.00 a.m. every 15 minutes

## LOCAL SHARE MARKET.

HONGKONG, MAY 3rd, 1922.

OFFICIAL QUOTATIONS  
11 A.M.

Names Stock Exchange Shareholders Association.

Banks. H.S.B.C. T.T. selling rate 2 1/2% 2 1/2%

and on London ... 73 1/2 73 1/2

Hongkong Bank ... 850 850

do. New ... 101 101

East Asia Bank ... 101 101

Marine Insurance

Canton Insurance ... 442 n. 440

North China Insurance ... 144 n. 140

Union Insurance ... 254 n. 250

Yangtze Insurance ... 254 n. 250

Far Eastern ... 254 n. 250

Fire Insurance

China Fire Insurance ... 125 1/2 b. 126

Hongkong Fire Insurance ... 363 1/2 b. 363

Shipping

Donghai ... 46 n. 43 1/2

H.K. Steamships ... 26 1/2 b. 26 1/2

Indo-China (Freight) ... 28 b. 28

do. (Del.) ... 27 1/2 b. 27 1/2

Shell Transport ... 27 1/2 b. 27 1/2

Star Ferry ... 27 1/2 b. 27 1/2

Refineries

China Sugar ... 138 b. 138

Malayan Sugar ... 40 b. 40

Mining

Kailash Mining Adm. ... 67 1/2 b. 67 1/2

Langkai ... 1 b. 1

Shanghai Loans ... 10 n. 10

Shai Explorations ... 1 b. 1

Rails

Tientsin Mines ... 24 1/2 b. 24 1/2

Ural Caspian ... 13 1/2 b. 13 1/2

Rongtong Con. ... 1.95 b. 1.95

Docks, Wharves, Godowns, &c.

H. & K. Wharves ... 100 b. 100

H. & W. Dock ... 140 n. 140

Shai Docks ... 112 1/2 n. 112 1/2

New Engineering ... 44 n. 44

Lands, Hotels & Buildings

Central Estate ... 147 b. 147

Hongkong Hotels ... 12 1/2 b. 12 1/2

Hongkong Lands ... 22 1/2 n. 22 1/2

Hongkong Properties ... 14 n. 14

Kowloon Lands ... 43 b. 43

Lank Reclamations ... 201 n. 201

West Point ... 201 n. 201

Cotton Mills

Ewo Cotton Mills, Ltd. ... 116 n. ex. rta.

Kun Yik ... 150 n.



